

## **Chapter 2. Executive Summary**

The overarching research objective of this study is to collect statistically valid demographic and general ridership information about the users of regional transit systems.

Overall, for Phase Two of this study covering the night-time and overnight ridership, a total of 1,545 completed surveys were collected between the hours of 9 pm and 6 am across the six transit systems serving the region during those hours. Data collection was conducted via on-board surveys from April 10 to June 30, 2007.

Presented below is a summary of the key findings and conclusions. Aside from the aggregated regional observations of public transit ridership, statistically significant differences in the results broken out by transit systems and key demographic attributes are included. (For the details of the segmentation analysis conducted for this study, please refer to Chapter 3 and the crosstabulation tables in Appendix C.)

## **2.1. Location of Residence**

Residents from a range of cities throughout the region were represented in this survey. Obviously, the percentages vary by specific transit systems, but the highest concentration of riders reported living in San Francisco (63%), followed by Oakland (12%), Berkeley (3%), and San Jose (2%). (Detailed breakdowns of residence for each transit system can be found in Chapter 4.)

## **2.2. Gender**

In the night-time/overnight phase of the study, there was a higher representation of male riders (69%) than female riders (31%). This gender split is statistically identical across most of the transit systems, except VTA, which showed a significantly higher gap between the male (79%) and female ridership (21%) than the 69-31 overall survey split.

## **2.3. Age**

The vast majority (83%) of the Phase Two passengers fell within the ages of 18 to 44 years old. More specifically, about one in three riders reported being 25 to 34 years old (34%), while the age ranges of 18 to 24 and 35 to 44 accounted for another 27 and 23 percent of the passengers, respectively. Minors and seniors each constituted about two percent of the ridership in the late night and overnight hours.

In addition, Phase Two of the survey shows relatively similar age distribution across the transit systems. The only exception was County Connection, which had proportionally younger ridership, with roughly half of the passengers being 13 to 24 years old. More specifically, there were significantly more school-age teenagers (13 to 17) traveling on County Connection (23%), while AC Transit (3%), MUNI Bus (2%), MUNI Rail (2%), and VTA (2%) had the lowest proportions of riders in this age range. Otherwise, a higher percentage of the MUNI Bus (31%) than the MUNI Rail riders (18%) was 18 to 24 years old. Furthermore, a relatively higher percentage of

the passengers on VTA (16%) than MUNI Rail (4%) was in the age group of 45 to 54. Finally, there was a significantly higher representation of the 65-years-or-older respondents on SamTrans (7%) than on AC Transit (1%).

In terms of gender differences, proportionally more of the female riders were between the ages of 13 to 24 years (37%, compared to 26% of the male riders in the same age range).

## 2.4. Ethnicity

Most of the night-time/overnight public transit riders self-identified as White (35%). Otherwise, about equal proportions of Spanish, Hispanic or Latino (24%) and Black or African American (23%) riders were represented in the survey, whereas another 13 percent reported being Asian.

A significantly higher percentage of the MUNI Bus riders than those of AC Transit reported being "White" (38% vs. 27%). Conversely, there were proportionally more Black or African American passengers on AC Transit (40%) than on most of the other transit systems. Furthermore, a higher percentage of MUNI Rail riders (22%) than the AC Transit (9%) and MUNI Bus riders (12%) self-identified as Asian. Finally, significantly more of the County Connection passengers reported "Other" as their ethnicity (23%), when compared to AC Transit (5%) and MUNI Bus (6%).

In terms of age differences across ethnic groups, significantly more of the Asian respondents reported being 45 to 54 years old (14%), compared to their White (7%) and Spanish, Hispanic or Latino counterparts (7%). Otherwise, there was proportionately higher representation of "Other" ethnic backgrounds than White in the age range of 13 to 17 (7% vs. 1%).

## 2.5. Household Income

About half (51%) of the night-time/overnight transit riders in the region reported gross household income in 2006 of under \$25,000. When the income category of \$25,000 to \$49,999 was included, the representation went up to 73 percent.

At 69 percent, public transit ridership on MUNI Rail showed the highest representation of the annual household income group of under \$25,000. This was followed by AC Transit, MUNI Bus, and Wheels, on which about 50 percent of the respondents reported a household income of under \$25,000 per year. Meanwhile, County Connection showed the highest proportion of riders reporting annual household income of \$50,000 or higher (68%), compared to 11 percent and 18 percent of MUNI Rail and MUNI Bus riders, respectively, who reported the same household income levels.

In terms of gender differences, more female riders reported annual household income of \$15,000 to \$24,999 than their male counterparts (32% vs. 26%).

As for age differences, about every six in ten respondents between the ages of 18 to 24 (61%) and 65 years or older (59%) reported household income of under \$25,000

in 2006. These proportions were followed by 54 percent of those between 25 to 34 years reporting the same annual income levels. Otherwise, those between the ages of 35 and 44 were more likely than their younger counterparts or the seniors in the survey to have reported annual household income of \$25,000 to \$49,999. Perhaps somewhat surprisingly, the minor riders in Phase Two of the survey reported the highest annual household income: 32 percent at \$50,000 or higher, compared to 25 percent between the ages of 45 to 64 and 17 percent of those 18 to 44. Otherwise, some 13 percent of the riders 65 or older reported annual household income of \$200,000 or higher.

In terms of income differences by ethnicity, the Spanish, Hispanic or Latino (63%) and Black or African American riders (54%) had higher representation in household income under \$25,000 in 2006, compared to 43 to 48 percent of the other ethnic groups. Asians were most likely to have reported \$25,000 to \$49,999 (30%), followed by the White passengers (25%). Finally, the highest proportions of the night-time/overnight transit riders with annual household income of \$50,000 or more were Other (26%) and White (23%), compared to the riders of Asian (17%), Spanish, Hispanic or Latino (15%), and Black or African American descent (16%).

## **2.6. Trip Origin and Destination**

Overall, most of the public transit trips were taken between home and work. Among the group of riders coming from work, 93 percent said that they were going home. As for the segment of riders coming from home, 65 percent took public transit to go to work.

On the trip origin, about two in five (41%) respondents reported coming from work, before they boarded the bus or train on the night of the survey. Another 16 percent were coming from home, eleven percent from places of recreation or entertainment, and ten percent from school or college. Significantly more of the MUNI Rail riders than the AC Transit riders reported coming from "Work" (51% vs. 34%). In addition, a significantly higher percentage of the SamTrans riders than the MUNI Rail riders reported coming from "Home" (25% vs. 9%).

In terms of the trip destination, 72 percent cited "Home," while 14 percent said they were going to work. MUNI Rail riders (82%) were more likely than the riders of MUNI Bus (70%) and Wheels (55%) to be going home on the night they participated in the survey.

## **2.7. Trip Length**

About every six in ten trips fell within 20 to 49 minutes. Specifically, when asked in the survey about the total travel time, including time for walking, waiting and any route connections, to get from the trip origin to the destination, 16 percent checked "20 to 29 minutes," 24 percent "30 to 39 minutes," and 20 percent "40 to 49 minutes."

Significantly higher percentages of the MUNI Bus users (14%) reported trip lengths of “10 to 19 minutes,” when compared to the MUNI Rail (2%) and AC Transit (7%) passengers. Meanwhile, more users of SamTrans (38%) than the AC Transit (5%), MUNI Bus (4%), and MUNI Rail (3%) passengers reported trip lengths of 75 minutes or longer.

## **2.8. Trip Frequency**

As for how often the respondents took the trip in question, 38 percent cited “4 to 5 days a week,” suggesting that they use public transit for commuting purposes. Another 29 percent reported taking the same trip “6 to 7 days a week,” inferring more full-time public transit use, if not dependency, in the late night/early morning hours.

Night-time/overnight users of MUNI Bus (37%) were most likely to have reported the trip frequency of “6 to 7 days a week,” compared to their counterparts traveling on AC Transit (21%), County Connection (5%), and MUNI Rail (14%). Otherwise, a significantly higher percentage of the MUNI Rail than the MUNI Bus riders reported taking this trip “4 to 5 days a week” (49% vs. 34%) and “1 to 3 days a week” (28% vs. 18%). Conversely, a relatively higher percentage of the County Connection riders than those on most of the other transit systems were taking the trip for the first time.

In terms of gender differences, a higher percentage of the male than female respondents reported taking this trip “4 to 5 days a week” (39% vs. 34%).

As for ethnic differences, some 45 percent of the Spanish, Hispanic or Latino riders reported a trip frequency of “6 to 7 days a week,” significantly higher in proportion than their counterparts who self-identified as White (25%), Black or African American (21%), and Asian (27%). The trip frequency of “4 to 5 days a week” was more common among the Asian (52%) than the non-Asian respondents (31% to 37%). Higher percentages of the White (25%) and Black or African American (26%) passengers than the Spanish, Hispanic or Latino (14%) and Asian (13%) riders took the trip “1 to 3 days a week.”

In terms of overall income differences, trip frequency declined with higher reported annual household income. In particular, those with 2006 gross household income of less than \$15,000 were more likely to have reported the trip frequency of “6 to 7 days a week.” Those reporting annual household income of \$15,000 to \$49,999 were more likely than the riders with other income levels to cite “4 to 5 days a week.” Furthermore, the riders with annual household income of \$75,000 or over were more likely to report taking the transit trip for the first time.

## **2.9. Fare Payment Method**

The most popular fare payment methods were “Daily, weekly, monthly or multiple ride ticket or pass” and “Cash,” cited by 43 and 42 percent of the respondents.

Users of MUNI Rail were significantly more likely to have paid using multiple ride tickets or passes (63%), relative to the passengers on the other transit systems. On

the other hand, cash was a more common fare payment method on AC Transit (43%), County Connection (77%), MUNI Bus (41%), SamTrans (66%), and VTA (62%) than on MUNI Rail (29%).

Cash payment was most commonly reported by the minor passengers (68%), whereas significantly more of the working adult respondents, ages 18 to 64, reported using multiple ride tickets or passes to pay their trip fare (35% to 50%).

Relative to the other ethnic groups, Asian riders (56%) were more likely to have paid for their fares by multiple ride tickets or passes. More White (42%), Black or African American (47%), and respondents of Other ethnic backgrounds (55%) reported using cash than the Asian respondents (30%).

As for income differences, more of those with 2006 gross household income of \$15,000 to \$49,999 paid their trip fares with multiple ride tickets or passes (50% to 51%), when compared to most of the other income groups. By contrast, cash was used by a significantly higher percentage of those with an annual household income of \$50,000 to \$74,999 (57%) and of \$100,000 or higher (58%) than by those from households with an annual income of \$25,000 to \$49,999 (37%).

## **2.10. Fare Category**

Majority of the riders paid adult fare (83%), while another twelve percent paid youth or student fare, and five percent paid senior (3%) and disabled (2%) fare. Overall, these percentages align with the age distribution of the respondents. Likewise, the distributions of fare categories reported on all six transit systems are comparable.

Significantly more male riders paid adult fare (85%), while proportionately more female riders paid youth or student fare (16%). These results are consistent with the earlier summary that more female reported between the ages of 13 and 24.

A significantly higher percentage of the respondents with a household income of under \$15,000 a year paid "Youth or student" fare (23%), when compared to the respondents from the higher household income groups. By contrast, a significantly higher percentage of the respondents with an annual household income of \$15,000 to \$99,999 paid "Adult" fare (78% to 93%), when compared to those in the lowest income group.

## **2.11. Public Transit Dependency**

Overall, the analysis found 26 percent of the night-time/overnight riders to be dependent on public transit due to the lack of access to an automobile. First, some 36 percent of the 1,545 respondents took public transit on the night they participated in the survey because they did not have an automobile available to them. Within this group of 553 regional transit riders, 73 percent normally do not have an automobile available to them to take the trip in question, suggesting that they are the truly transit-dependent riders (73% of 553 is 405, or 26% of 1,545).

Based on the survey findings, the riders of MUNI Rail (38%), VTA (44%), and Wheels (50%) showed the highest levels of public transit dependency, whereas AC Transit (19%) and MUNI Bus (25%) served relatively low percentage of transit-dependent passengers in the late night and early morning hours.

With respect to gender, a higher percentage of the female than male passengers were transit-dependent (33% vs. 23%) in the late night and morning hours.

Moreover, a higher percentage of the night-time/overnight riders between the ages of 18 to 24 (32%) were found to be transit-dependent, when compared to their counterparts ages 25 to 34 (22%) and 35 to 44 (20%).

## **2.12. Transit-Dependent Children in Household**

Two-thirds of the night-time passengers (66%) reported not having any transit-dependent children at home. Otherwise, 23 percent cited having at least one transit-dependent child living with them.

Users of AC Transit were significantly most likely to have transit-dependent children living at home when compared to the MUNI Bus passengers (31% vs. 19%).

The 35-to-44-year-old respondents were more likely than the 18-to-34-year-old respondents to have at least one transit-dependent child in the household (33% vs. 18% to 22%).

As for ethnic differences, the Spanish, Hispanic or Latino passengers (31%) were significantly more likely than their White (15%) and Asian counterparts (17%) to report having at least one transit-dependent child living at home. Furthermore, the Black or African American passengers were more likely to have transit dependent children at home than their White counterparts (28% vs. 15%).

In terms of differences by 2006 gross household income, those in the \$25,000 to \$74,999 income levels were more likely to have transit-dependent children living at home than those from households with an annual income of under \$15,000 (27% to 30% vs. 17%).

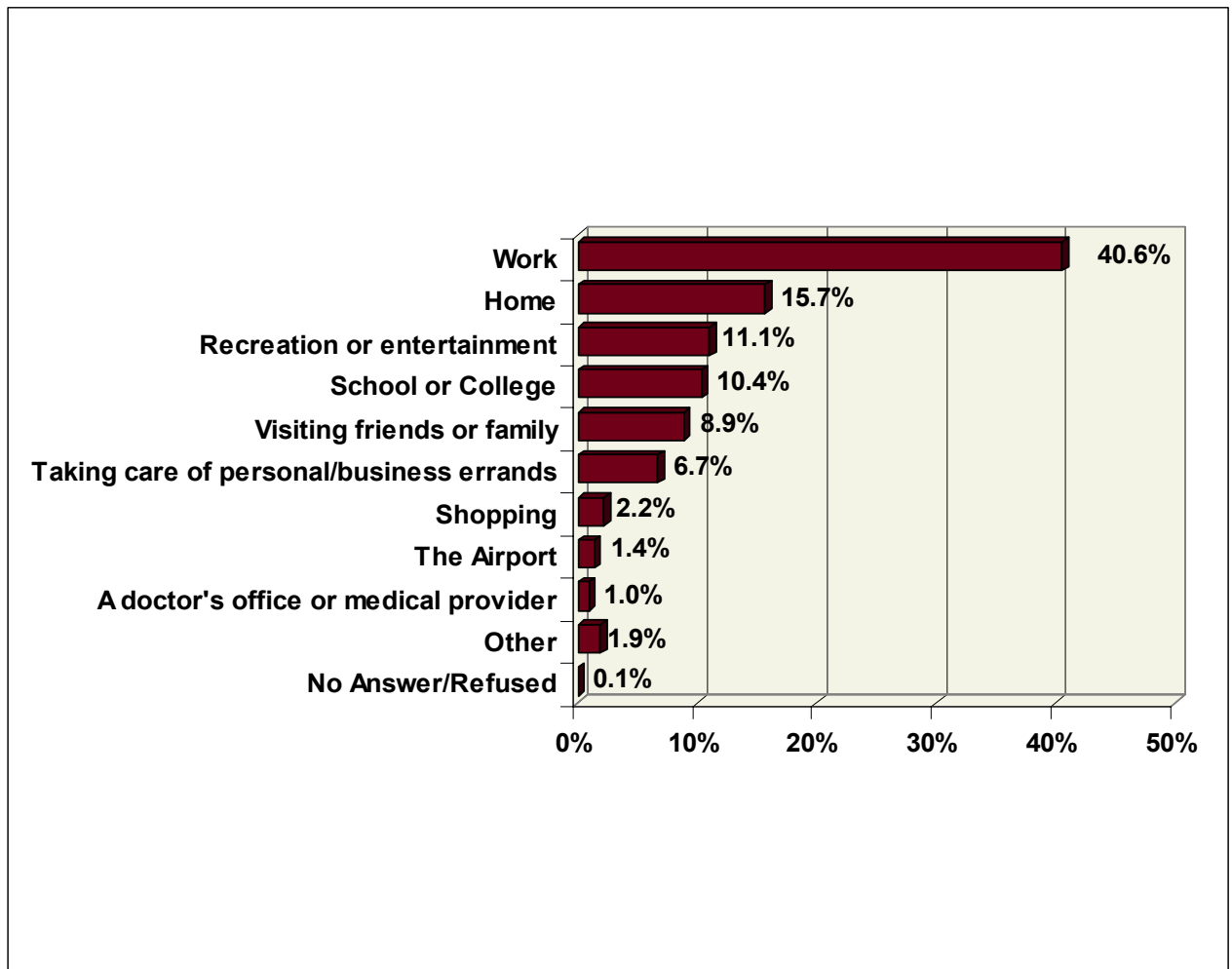
## **Chapter 3. Overall Key Findings**

This chapter of the report presents a question-by-question analysis of the results of the 2006 - 2007 Transit Passenger Demographics Survey, Phase Two.

### 3.1 Trip Origin

With the first question in the survey, the participants were asked to indicate the place from where they came before boarding the bus or train. As illustrated in the chart below, 41 percent of the participants reported coming from “Work,” whereas 16 percent stated that they came from “Home” and another eleven percent from “Recreation or entertainment.” A few of the other responses given to this question were “School or College” (10%), “Visiting friends or family” (9%), and “Taking care of personal or business errands” (7%).

#### 1. When you board this bus/ferry/train/trolley, where were you coming from? Was it from...



In addition to looking at the overall results for a particular question, it is also useful to examine the responses given by participants from different demographic groups and respondent segments. Generally, Godbe Research comments only on significant differences in key segments in this type of report. For responses broken down by other segments, see Appendix C.

In the comparison of responses to the question about trip origin, the following statistically significant differences were observed:

#### Differences by Transit System

As shown in the following table, a significantly higher percentage of the MUNI Rail riders than the AC Transit riders came from “Work.”

In addition to this, a significantly higher percentage of the SamTrans riders than the MUNI Rail riders reported coming from “Home.”

#### Trip Origin by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	SamTrans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Work</b>	33.7%	22.7%	39.9%	50.7%	48.2%	50.0%	40.9%
<b>Home</b>	18.2%	18.2%	15.4%	9.1%	25.0%	16.2%	27.3%
<b>Recreation or entertainment</b>	15.5%	18.2%	10.4%	10.5%	1.8%	7.4%	0.0%

Differences by Gender

When compared to the female respondents, a significantly higher percentage of the male respondents reported coming from "Work."

Trip Origin by Gender

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Work</b>	42.6%	36.1%
<b>Home</b>	16.4%	14.2%
<b>Recreation or entertainment</b>	11.0%	11.3%

Differences by Age

A significantly higher percentage of the 25-to-54-year-old than the 18-to-24-year-old respondents reported coming from "Work." Otherwise, a significantly higher percentage of the 45-to-54-year-old respondents were coming from "Home," when compared to the percentage of 25-to-34-year-old respondents who reported the same.

Trip Origin by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Work</b>	31.6%	29.9%	42.6%	51.1%	47.1%	34.4%	28.1%	55.6%
<b>Home</b>	15.8%	15.1%	12.8%	15.8%	24.4%	25.0%	18.8%	22.2%
<b>Recreation or entertainment</b>	5.3%	13.2%	14.1%	8.0%	5.0%	6.3%	6.3%	11.1%

### Differences by Ethnicity

A significantly higher percentage of the Spanish, Hispanic or Latino respondents than the White, Black or African American, and the participants of Other ethnic backgrounds mentioned that they were coming from “Work.” By contrast, a significantly higher percentage of the White riders than the Spanish, Hispanic or Latino and the Asian respondents reported coming from “Recreation or entertainment.”

Besides this, a significantly higher percentage of the respondents from Other ethnic backgrounds came from “Home,” when compared to the percentages of White and Spanish, Hispanic or Latino respondents who reported the same.

In addition to this, the percentage of Asian respondents who were coming from “Work” was significantly higher than the percentage of the respondents of Other ethnic backgrounds who reported the same.

### Trip Origin by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/ Refused
<b>Total</b>	547	370	355	196	99	20
<b>Work</b>	37.1%	53.2%	32.4%	44.9%	25.3%	40.0%
<b>Home</b>	13.0%	14.1%	17.2%	16.8%	27.3%	15.0%
<b>Recreation or entertainment</b>	15.7%	8.9%	11.8%	5.6%	11.1%	0.0%

### Differences by Annual Household Income

A significantly higher percentage of the respondents with an annual household income of \$15,000 to \$49,999 reported coming from “Work,” when compared to the percentage of those with a household income of less than \$15,000 annually who reported the same. As opposed to this, a significantly higher percentage of the respondents with an annual household income of \$100,000 or higher reported coming from “Recreation or entertainment,” when compared to the percentage of those with an annual household income of under \$15,000 and of \$25,000 to \$49,999 who stated the same.

### Trip Origin by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Work</b>	31.1%	48.9%	43.9%	42.4%	36.8%	32.4%	35.3%
<b>Home</b>	16.0%	11.3%	16.3%	15.8%	21.1%	16.2%	24.8%
<b>Recreation or entertainment</b>	10.2%	12.1%	9.8%	9.5%	10.5%	23.0%	9.0%

### Differences by Area of Residence

Cities were grouped to facilitate segmented analysis by the riders' area of residence (see next page). Looking at the riders' trip origin across their geographic areas of residence, it was seen that significantly higher percentages of the respondents residing in San Francisco and the Midpeninsula than those residing in the East Bay Area came from "Work" before boarding the bus or train. By contrast, a significantly higher percentage of the riders residing in the East Bay Area than those residing in San Francisco reported that they were coming from "Recreation or entertainment."

### Trip Origin by Area of Residence

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Work</b>	42.6%	54.0%	45.9%	37.8%	31.7%	27.3%	43.7%
<b>Home</b>	13.7%	26.0%	16.4%	27.0%	19.5%	9.1%	19.7%
<b>Recreation or entertainment</b>	9.8%	6.0%	11.5%	8.1%	16.4%	13.6%	9.9%

## City Groupings

### **San Francisco Area**

San Francisco and Treasure Island

### **Midpeninsula**

Atherton, Belmont, Brisbane, Burlingame, Colma, Daly City, East Palo Alto, El Granada, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Montara, Moss Beach, Pacifica, Palo Alto, Redwood City, Redwood Shores, San Bruno, San Carlos, San Mateo, South San Francisco, Stanford, Woodside, Portola Valley

### **South Bay**

Campbell, Cupertino, Gilroy, Hollister, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Morgan Hill, Mountain View, San Jose, Santa Clara, Santa Cruz, Saratoga, Sunnyvale, Willow Glen

### **Southeast Bay Area**

Castro Valley, Fremont, Hayward, Newark, San Lorenzo, Union City, San Leandro

### **Eastern Alameda & Contra Costa Counties**

Antioch, Bay Point, Brentwood, Clayton, Concord, Danville, Discovery Bay, Dublin, Lafayette, Livermore, Martinez, Moraga, Oakley, Orinda, Pacheco, Pittsburg, Pleasanton, Pleasant Hill, San Ramon, Walnut Creek

### **East Bay Area**

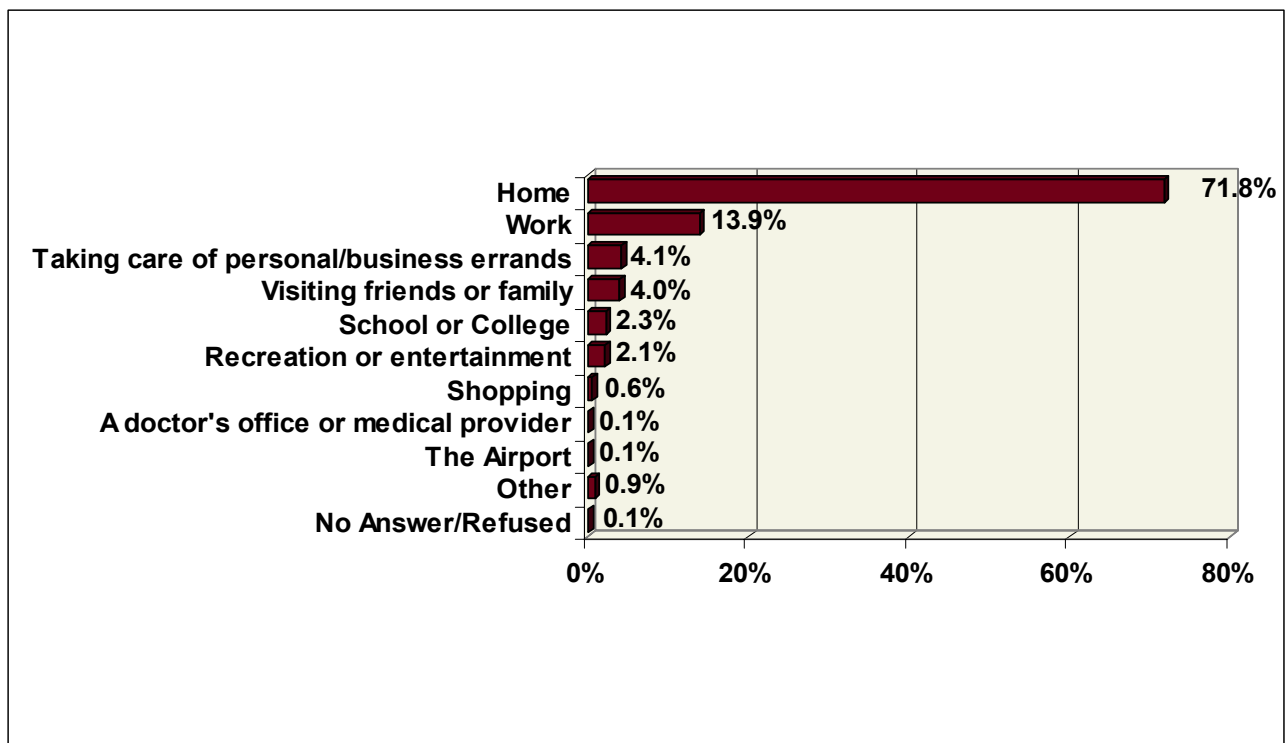
Alameda, Albany, Berkeley, Crocket, El Cerrito, El Sobrante, Emeryville, Fruitvale, Hercules, Oakland, Piedmont, Pinole, Richmond, Rockridge, Rodeo, San Pablo

### 3.2. Trip Destination

Following the trip origin, the survey participants were asked to indicate their trip destination. In response to this, 72 percent of the participants were going “Home” and 14 percent were going to “Work.” About four percent of the participants each were going to “Take care of personal or business errands” and to “Visit friends or family.” Besides these, “School or College” (2%), “Recreation or entertainment” (2%), and “Shopping” (1%) were a few of the other responses given to this question.

As can be seen in the table on the next page, most of the public transit trips reported were between work and home: 93 percent of those who reported coming from “Work” cited “Home” as the public transit trip destination, while 65 percent of those coming from “Home” reported going to “Work.” Otherwise, “Home” was cited as the trip destination by the vast majority of the respondents, regardless of where they reported coming from prior to boarding the bus or train on the night of the survey.

#### 2. Where are you going to? Is it to...



**Trip Destination by Trip Origin**

		Trip Origin										
		Work	Home	School or College	Taking care of errands	Recreation or entertainment	Shopping	Visiting friends or family	A doctor's office	The Airport	Other	No Answer/Refused
Trip Destination	Total	627	243	161	104	171	34	137	15	22	30	1
	Work	4.6%	65.0%	3.7%	8.7%	1.8%	5.9%	4.4%	6.7%	4.5%	0.0%	0.0%
	Home	92.5%	1.2%	80.1%	67.3%	82.5%	79.4%	78.1%	73.3%	68.2%	86.7%	0.0%
	School or College	0.8%	4.9%	3.7%	1.9%	2.3%	2.9%	3.6%	0.0%	0.0%	0.0%	0.0%
	Taking care of personal/business errands	0.8%	8.2%	3.7%	14.4%	2.9%	2.9%	6.6%	13.3%	4.5%	0.0%	0.0%
	Recreation or entertainment	0.2%	6.6%	3.1%	0.0%	3.5%	2.9%	2.9%	0.0%	0.0%	0.0%	0.0%
	Shopping	0.3%	2.1%	0.0%	0.0%	0.0%	2.9%	0.0%	6.7%	0.0%	0.0%	0.0%
	Visiting friends or family	0.6%	8.6%	4.3%	5.8%	6.4%	2.9%	4.4%	0.0%	22.7%	3.3%	0.0%
	A doctor's office or medical provider	0.0%	0.4%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	The Airport	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Other	0.2%	2.5%	1.2%	1.0%	0.6%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%
	No Answer/Refused	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

### Differences by Transit System

Overall, a significantly higher percentage of the MUNI Rail riders than the passengers of MUNI Bus and Wheels mentioned that they were going “Home.”

### Trip Destination by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	SamTrans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Work</b>	16.1%	9.1%	13.6%	10.0%	25.0%	7.4%	27.3%
<b>Home</b>	71.6%	59.1%	70.2%	82.2%	64.3%	73.5%	54.5%
<b>Taking care of personal/ business errands</b>	3.3%	9.1%	5.1%	1.4%	3.6%	4.4%	4.5%

### Differences by Gender

A significantly higher percentage of the male than the female participants reported going to “Work.”

### Trip Destination by Gender

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Work</b>	15.6%	10.2%
<b>Home</b>	71.0%	73.5%
<b>Taking care of personal/business errands</b>	4.1%	4.2%

### Differences by Age

When compared to the 18-to-24-year-old respondents, a significantly higher percentage of the 35-to-54-year-old respondents were going to “Work.” Likewise, the percentage of 45-to-54-year-old respondents who were going to “Work” was significantly higher when compared to the percentage of the 25-to-34-year-old respondents who reported this trip destination.

In addition to this, a significantly higher percentage of the 25-to-34-year-old respondents were going “Home,” when compared to the 18-to-24-year-old and 45-to-54-year-old respondents who stated the same.

Finally, the percentage of the 65-years-or-older respondents who were going to “Take care of personal/business errands” was significantly higher when compared to the percentage of the 25-to-44-year-old respondents who reported the same.

### Trip Destination by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Work</b>	7.9%	10.0%	11.4%	18.1%	22.7%	20.3%	15.6%	33.3%
<b>Home</b>	68.4%	67.2%	78.1%	75.0%	63.9%	60.9%	56.3%	44.4%
<b>Taking care of personal/business errands</b>	7.9%	4.3%	3.5%	2.0%	5.0%	9.4%	15.6%	11.1%

### Differences by Ethnicity

In the comparison of responses by ethnicity, a significantly higher percentage of White than the Black or African American passengers reported going “Home.” Similarly, this answer was given by significantly higher percentages of the White, Spanish, Hispanic or Latino, and Asian respondents than by those of Other ethnic background.

Besides this, a significantly higher percentage of the Black or African American respondents who were going to “Take care of personal or business errands” was significantly higher, when compared to the percentages of the White, Spanish, Hispanic or Latino, and Asian respondents who stated the same.

### Trip Destination by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/ Refused
<b>Total</b>	547	370	355	196	99	20
<b>Work</b>	12.2%	16.8%	11.8%	15.3%	16.2%	5.0%
<b>Home</b>	75.5%	73.8%	65.4%	76.5%	56.6%	70.0%
<b>Taking care of personal/ business errands</b>	2.6%	2.7%	8.2%	1.5%	8.1%	10.0%

### Differences by Annual Household Income

When compared to the respondents from households with an annual income of \$15,000 to \$24,999, a significantly higher percentage of those with an income of \$25,000 to \$49,999 per year stated that they were going to “Work.”

Similarly, “Home” was the trip destination for a significantly higher percentage of those with an annual household income of \$15,000 to \$49,999 than for those with a household income of under \$15,000 per year. Likewise, a significantly higher percentage of those with a household income of \$15,000 to \$24,999 per year were going “Home,” when compared to the percentage of those with an annual household income of \$100,000 or higher who reported this trip destination.

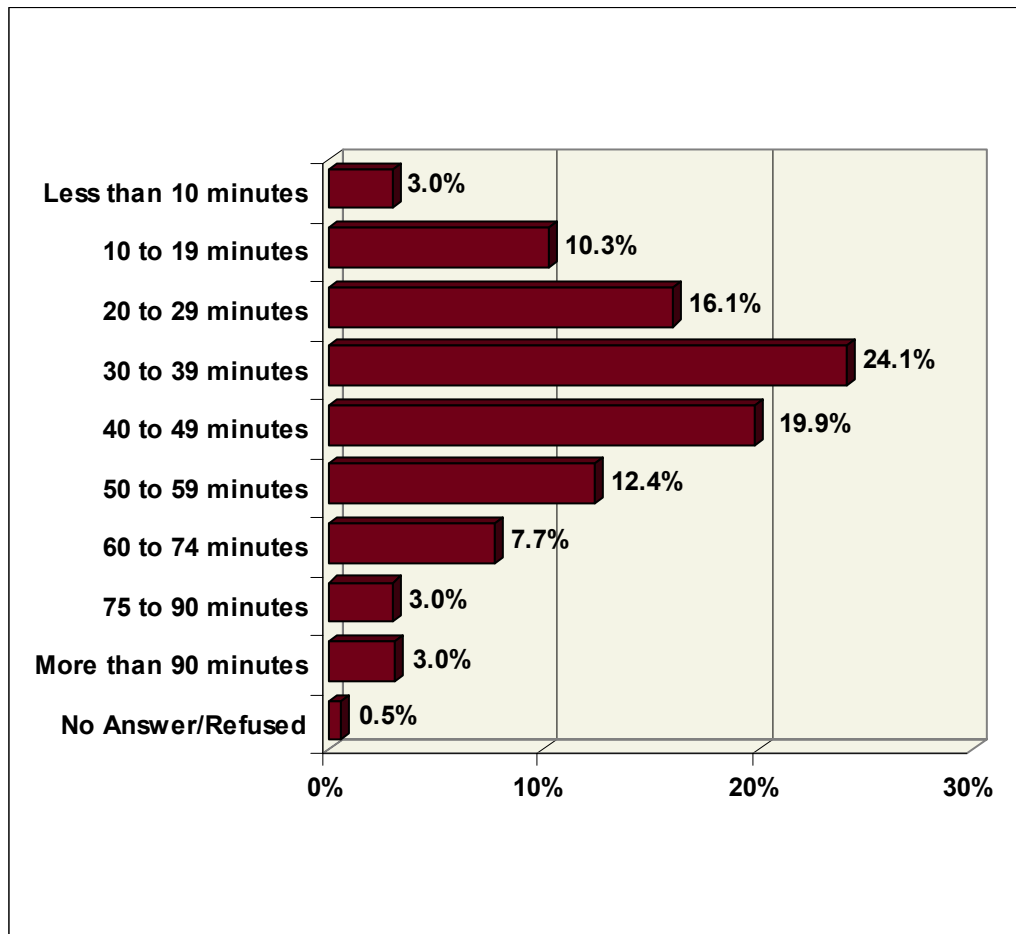
### Trip Destination by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Work</b>	12.9%	8.7%	17.2%	13.3%	19.3%	14.9%	22.6%
<b>Home</b>	63.6%	82.0%	75.7%	73.4%	64.9%	66.2%	55.6%
<b>Taking care of personal/ business errands</b>	5.8%	3.3%	1.5%	5.1%	3.5%	4.1%	8.3%

### 3.3. Trip Length

With respect to the estimated length of traveling time, 60 percent of the respondents mentioned that it took them 20 to 49 minutes to complete the trip between the locations that they indicated in the previous two questions, including the time for walking, waiting, and any route connections. About thirteen percent of the participants reported that it took them less than 20 minutes and another 26 percent stated that it took them 50 minutes or more to complete the trip between the two locations indicated in the previous questions.

3. For this trip going between the two locations you just mentioned, what will be your total traveling time, including time for walking, waiting, and any route connections? Please think of the nearest total number of minutes.



In the group-wise comparison of responses, the following statistically significant differences were observed.

#### Differences by Transit System

A significantly higher percentage of the MUNI Bus riders than those of AC Transit reported a trip length of “10 to 19 minutes.” Similarly, when compared to the MUNI Rail riders, a significantly higher percentage of the MUNI Bus passengers reported trip length of 10 to 29 minutes.

When compared to the SamTrans riders, a significantly higher percentage of the passengers of AC Transit, County Connection, and MUNI Rail reported a travel time of “40 to 49 minutes.” Likewise, a significantly higher percentage of the MUNI Rail than the MUNI Bus riders reported a trip length of 40 to 74 minutes.

In addition to this, a significantly higher percentage of the AC Transit riders than those of MUNI Bus reported a trip length of “60 to 74 minutes.”

Finally, trip length of 75 minutes or more was reported by a significantly higher percentage of the SamTrans riders than by the passengers of AC Transit, MUNI Bus, and MUNI Rail. Similarly, a significantly higher percentage of the VTA than the AC Transit and MUNI Bus passengers reported a trip length of “75 to 90 minutes.”

#### Trip Length by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Less than 10 minutes</b>	1.5%	0.0%	4.1%	0.5%	5.4%	2.9%	4.5%
<b>10 to 19 minutes</b>	6.9%	0.0%	14.1%	2.3%	10.7%	10.3%	9.1%
<b>20 to 29 minutes</b>	15.5%	9.1%	18.5%	9.1%	12.5%	14.7%	22.7%
<b>30 to 39 minutes</b>	25.4%	31.8%	26.1%	21.9%	8.9%	11.8%	22.7%
<b>40 to 49 minutes</b>	20.9%	27.3%	17.9%	30.1%	3.6%	19.1%	13.6%
<b>50 to 59 minutes</b>	14.0%	13.6%	9.2%	20.5%	10.7%	16.2%	18.2%
<b>60 to 74 minutes</b>	9.9%	9.1%	5.0%	12.3%	10.7%	13.2%	4.5%
<b>75 to 90 minutes</b>	1.8%	9.1%	1.8%	2.3%	21.4%	8.8%	0.0%
<b>More than 90 minutes</b>	3.6%	0.0%	2.6%	0.9%	16.1%	2.9%	4.5%
<b>No Answer/ Refused</b>	0.6%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%

### Differences by Age

When compared to the 35-to-44-year-old respondents, a significantly higher percentage of the 18-to-24-year-old respondents reported a trip length of “10 to 19 minutes.” Conversely, a significantly higher percentage of the 35-to-44-year-old respondents than the 18-to-34-year-old respondents reported a travel time of “40 to 49 minutes.”

In addition to this, a significantly higher percentage of the 55-to-64-year-old respondents indicated their trip length as “75 to 90 minutes,” when compared to the percentage of the 25-to-34-year-old respondents who reported the same.

Finally, when compared to the 18-to-54-year-old respondents, a significantly higher percentage of the 65-years-and-older respondents reported their trip length as “More than 90 minutes.”

### Trip Length by Age

	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Less than 10 minutes</b>	0.0%	3.6%	2.5%	2.3%	3.4%	1.6%	6.3%	33.3%
<b>10 to 19 minutes</b>	13.2%	13.6%	9.9%	5.7%	10.9%	14.1%	9.4%	11.1%
<b>20 to 29 minutes</b>	15.8%	15.1%	15.3%	16.7%	19.3%	20.3%	15.6%	11.1%
<b>30 to 39 minutes</b>	21.1%	22.2%	26.3%	25.0%	20.2%	17.2%	34.4%	33.3%
<b>40 to 49 minutes</b>	15.8%	17.5%	19.1%	28.4%	15.1%	14.1%	9.4%	0.0%
<b>50 to 59 minutes</b>	13.2%	13.2%	13.7%	10.3%	15.1%	7.8%	6.3%	0.0%
<b>60 to 74 minutes</b>	7.9%	7.9%	8.3%	6.0%	11.8%	7.8%	0.0%	0.0%
<b>75 to 90 minutes</b>	5.3%	4.1%	1.9%	2.3%	1.7%	9.4%	0.0%	11.1%
<b>More than 90 minutes</b>	7.9%	2.4%	2.1%	2.6%	2.5%	7.8%	18.8%	0.0%
<b>No Answer/Refused</b>	0.0%	0.5%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%

### Differences by Annual Household Income

A significantly higher percentage of the respondents with an annual household income of \$25,000 to \$49,999 reported a trip length of “30 to 39 minutes,” when compared to the percentage of those with a household income of under \$15,000 who reported the same.

Besides this, trip length of “More than 90 minutes” was reported by a significantly higher percentage of those with an annual household income of \$25,000 to \$49,999 and of \$100,000 or more than by the passengers with a household income of \$15,000 to \$24,999 a year.

### Trip Length by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Less than 10 minutes</b>	4.1%	2.1%	1.5%	3.8%	3.5%	4.1%	4.5%
<b>10 to 19 minutes</b>	12.9%	7.8%	8.3%	11.4%	10.5%	14.9%	12.0%
<b>20 to 29 minutes</b>	14.6%	14.9%	15.1%	19.0%	17.5%	17.6%	21.1%
<b>30 to 39 minutes</b>	20.9%	23.6%	31.2%	21.5%	17.5%	20.3%	24.8%
<b>40 to 49 minutes</b>	18.2%	24.3%	19.9%	21.5%	14.0%	14.9%	13.5%
<b>50 to 59 minutes</b>	12.9%	15.4%	11.6%	8.2%	17.5%	6.8%	9.8%
<b>60 to 74 minutes</b>	8.5%	8.3%	5.6%	7.6%	10.5%	10.8%	6.0%
<b>75 to 90 minutes</b>	3.9%	2.4%	2.1%	3.2%	7.0%	5.4%	1.5%
<b>More than 90 minutes</b>	3.0%	0.7%	4.5%	3.8%	0.0%	5.4%	6.0%
<b>No Answer/Refused</b>	0.8%	0.5%	0.3%	0.0%	1.8%	0.0%	0.8%

### Differences by Area of Residence

When compared to the respondents residing in San Francisco, a significantly higher percentage of those living in the Midpeninsula reported a travel time of 75 minutes or more. Similarly, a trip length of “75 to 90 minutes” was reported by a significantly higher percentage of those residing in the Midpeninsula than by those living in the East Bay Area.

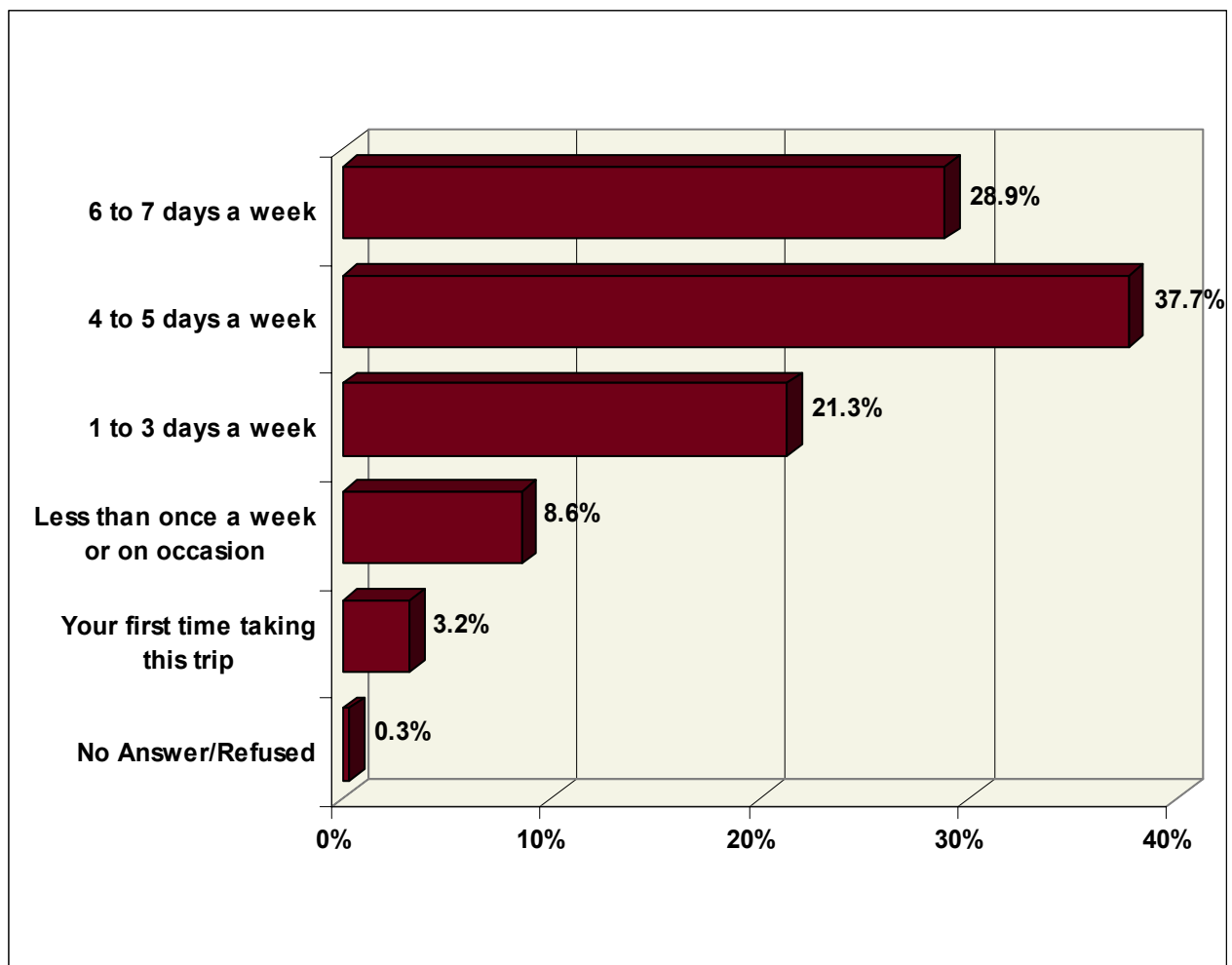
### Trip Length by Area of Residence

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda and Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Less than 10 minutes</b>	2.9%	4.0%	3.3%	2.7%	1.4%	4.5%	8.5%
<b>10 to 19 minutes</b>	11.0%	12.0%	11.5%	5.4%	8.4%	6.8%	11.3%
<b>20 to 29 minutes</b>	16.6%	12.0%	16.4%	13.5%	15.3%	13.6%	16.9%
<b>30 to 39 minutes</b>	24.4%	12.0%	14.8%	32.4%	28.2%	11.4%	23.9%
<b>40 to 49 minutes</b>	20.5%	10.0%	16.4%	18.9%	20.2%	25.0%	16.9%
<b>50 to 59 minutes</b>	12.3%	12.0%	18.0%	13.5%	11.8%	13.6%	11.3%
<b>60 to 74 minutes</b>	7.6%	12.0%	11.5%	8.1%	8.4%	4.5%	1.4%
<b>75 to 90 minutes</b>	2.2%	16.0%	4.9%	2.7%	2.8%	9.1%	0.0%
<b>More than 90 minutes</b>	2.0%	10.0%	3.3%	2.7%	2.8%	9.1%	9.9%
<b>No Answer/Refused</b>	0.5%	0.0%	0.0%	0.0%	0.7%	2.3%	0.0%

### 3.4. Trip Frequency

With the next question in the survey, the respondents were asked about the frequency at which they traveled between the two locations that they indicated in the first two questions. As illustrated in the chart below, about 38 percent of the participants stated that they travel between the two locations for “4 to 5 days a week.” Another 29 percent indicated that they travel “6 to 7 days a week,” whereas 21 percent mentioned that they travel “1 to 3 days a week” between the two locations indicated in the first two questions of the survey. The remaining twelve percent of the participants stated that they took the trip “Less than once a week or on occasion” (9%) or that it was their first time taking the trip (3%).

**4. How often do you travel between these two locations, whether or not you take this transit route, a different route, or a different type of transportation?**



### Differences by Transit System

The trip frequency “6 to 7 days a week” was reported by a significantly higher percentage of the MUNI Bus passengers than by those of AC Transit, County Connection, and MUNI Rail. This response was significantly more prominent among the VTA riders than among the MUNI Rail riders. Otherwise, a significantly higher percentage of the MUNI Rail than the MUNI Bus riders reported taking this trip 1 to 5 days a week.

Finally, a significantly higher percentage of the County Connection riders than the passengers of AC Transit, MUNI Bus, MUNI Rail, and SamTrans mentioned that this was their first time taking the trip.

### Trip Frequency by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>6 to 7 days a week</b>	21.2%	4.5%	36.7%	14.2%	25.0%	32.4%	22.7%
<b>4 to 5 days a week</b>	37.0%	22.7%	34.3%	49.3%	44.6%	42.6%	40.9%
<b>1 to 3 days a week</b>	26.3%	31.8%	18.3%	28.3%	14.3%	13.2%	18.2%
<b>Less than once a week or on occasion</b>	11.3%	18.2%	7.4%	7.3%	12.5%	5.9%	13.6%
<b>Your first time taking this trip</b>	4.2%	22.7%	2.9%	0.5%	1.8%	5.9%	4.5%
<b>No Answer/Refused</b>	0.0%	0.0%	0.4%	0.5%	1.8%	0.0%	0.0%

### Differences by Gender

When compared to the female respondents, a significantly higher percentage of the male respondents reported taking this trip “4 to 5 days a week.” By contrast, a significantly higher percentage of the female than the male respondents mentioned that this was their first time taking the trip.

### Trip Frequency by Gender

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>6 to 7 days a week</b>	28.8%	29.1%
<b>4 to 5 days a week</b>	39.4%	33.8%
<b>1 to 3 days a week</b>	20.8%	22.3%
<b>Less than once a week or on occasion</b>	8.0%	10.0%
<b>Your first time taking this trip</b>	2.6%	4.7%
<b>No Answer/Refused</b>	0.4%	0.2%

### Differences by Age

When compared to the 18-to-24-year-old respondents, a significantly higher percentage of the 35-to-54-year-old respondents stated that they took this trip “4 to 5 days a week.” In addition to this, a significantly higher percentage of the 25-to-34-year-old respondents reported their trip frequency as “1 to 3 days a week,” when compared to the percentage of 45-to-54-year-old respondents who indicated the same. Finally, a significantly higher percentage of the 65-years-and-older respondents reported that they took the trip “Less than once a week or on occasion,” when compared to the percentage of the 25-to-54-year-old respondents who mentioned the same.

### Trip Frequency by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>6 to 7 days a week</b>	44.7%	30.6%	26.5%	25.0%	33.6%	35.9%	28.1%	55.6%
<b>4 to 5 days a week</b>	23.7%	30.6%	37.9%	45.4%	47.9%	35.9%	21.9%	44.4%
<b>1 to 3 days a week</b>	18.4%	23.4%	24.8%	19.5%	11.8%	14.1%	15.6%	0.0%
<b>Less than once a week or on occasion</b>	10.5%	10.5%	6.8%	8.3%	4.2%	10.9%	28.1%	0.0%
<b>Your first time taking this trip</b>	2.6%	4.3%	4.1%	1.1%	1.7%	3.1%	6.3%	0.0%
<b>No Answer/Refused</b>	0.0%	0.5%	0.0%	0.6%	0.8%	0.0%	0.0%	0.0%

### Differences by Ethnicity

A significantly higher percentage of the Spanish, Hispanic or Latino respondents reported taking this trip “6 to 7 days a week,” when compared to the White, Black or African American, and Asian respondents who stated the same. Similarly, a significantly higher percentage of the Asian than the non-Asian respondents took their trip “4 to 5 days a week.” In addition to this, “1 to 3 days a week” was the trip frequency reported by a significantly higher percentage of the White and Black or African American respondents than by the Spanish, Hispanic or Latino and Asian respondents. Finally, when compared to the Spanish, Hispanic or Latino respondents, a significantly higher percentage of the Black or African American respondents reported taking their trip “Less than once a week or on occasion.”

### Trip Frequency by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	547	370	355	196	99	20
<b>6 to 7 days a week</b>	24.7%	44.6%	21.1%	26.5%	29.3%	20.0%
<b>4 to 5 days a week</b>	36.0%	33.0%	36.9%	52.0%	31.3%	50.0%
<b>1 to 3 days a week</b>	24.7%	14.3%	25.6%	13.3%	26.3%	20.0%
<b>Less than once a week or on occasion</b>	9.1%	5.9%	12.4%	6.1%	10.1%	10.0%
<b>Your first time taking this trip</b>	4.9%	1.9%	3.9%	2.0%	2.0%	0.0%
<b>No Answer/Refused</b>	0.5%	0.3%	0.0%	0.0%	1.0%	0.0%

### Differences by Annual Household Income

Overall, the distribution pattern of responses suggests that trip frequency decreases with higher annual household income. More specifically, a significantly higher percentage of the respondents with an annual household income of under \$15,000 reported taking the trip “6 to 7 days a week,” when compared to the percentage of the respondents with a household income of \$15,000 to \$24,999 who stated the same. By contrast, when compared to the participants with a household income of under \$15,000 per year, a significantly higher percentage of those with a household income of \$15,000 to \$49,999 reported taking the trip “4 to 5 days a week.” Besides this, a significantly higher percentage of those with an annual household income of \$75,000 or more mentioned that they were taking the trip for the first time, when compared to the respondents with a household income of \$15,000 to \$24,999 per year who stated the same. Finally, a significantly higher percentage of the respondents with a household income of \$75,000 to \$99,999 per year were taking the trip for the first time, when compared to the percentage of those from households with an annual income of \$50,000 to \$74,999 who stated the same.

### Trip Frequency by Annual Household Income

	Annual household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>6 to 7 days a week</b>	35.0%	23.6%	24.6%	31.0%	28.1%	29.7%	36.8%
<b>4 to 5 days a week</b>	28.9%	44.7%	41.8%	38.0%	38.6%	27.0%	33.8%
<b>1 to 3 days a week</b>	22.6%	22.9%	22.8%	17.7%	12.3%	17.6%	18.8%
<b>Less than once a week or on occasion</b>	9.1%	7.1%	6.8%	11.4%	8.8%	17.6%	8.3%
<b>Your first time taking this trip</b>	3.9%	1.4%	3.6%	1.3%	12.3%	8.1%	2.3%
<b>No Answer/Refused</b>	0.6%	0.2%	0.3%	0.6%	0.0%	0.0%	0.0%

### Differences by Area of Residence

A significantly higher percentage of the respondents residing in the San Francisco area than those residing in the East Bay reported taking the trip “6 to 7 days a week.” On the other hand, a significantly higher percentage of the riders residing in Other areas reported taking the trip for the first time, when compared to the percentages of those residing in San Francisco and East Bay Area, who stated the same.

### Trip Frequency by Area of Residence

	Area of Residences						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>6 to 7 days a week</b>	31.1%	28.0%	32.8%	10.8%	21.6%	25.0%	36.6%
<b>4 to 5 days a week</b>	38.3%	48.0%	37.7%	40.5%	37.6%	22.7%	29.6%
<b>1 to 3 days a week</b>	19.9%	18.0%	14.8%	29.7%	27.9%	18.2%	19.7%
<b>Less than once a week or on occasion</b>	7.6%	6.0%	9.8%	13.5%	10.5%	11.4%	11.3%
<b>Your first time taking this trip</b>	2.8%	0.0%	4.9%	5.4%	2.4%	22.7%	0.0%
<b>No Answer/Refused</b>	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%

### Differences by Transit Dependence

Moreover, among the respondents who took the trip for the first time, the percentage of those who took public transit because of unavailability of an automobile was significantly higher than the percentage of the respondents who indicated otherwise.

### Trip Frequency by Availability of Automobile

	7. For this trip today, did you take public transportation because an automobile was not available to you?		
	Yes	No	No Answer/Refused
<b>Total</b>	553	958	34
<b>6 to 7 days a week</b>	31.8%	27.8%	11.8%
<b>4 to 5 days a week</b>	34.2%	39.6%	41.2%
<b>1 to 3 days a week</b>	19.3%	22.0%	32.4%
<b>Less than once a week or on occasion</b>	9.4%	8.0%	11.8%
<b>Your first time taking this trip</b>	4.7%	2.4%	2.9%
<b>No Answer/Refused</b>	0.5%	0.2%	0.0%

Among the respondents who reported traveling between their indicated trip origins and destinations “6 to 7 days a week,” the percentage of those who usually do not have an automobile available to them was significantly higher than the percentage of those who took public transportation because an automobile was unavailable to them only on the night of the interview. By contrast, out of the riders who took the trip “Less than once a week or on occasion,” the percentage of the passengers who usually have an automobile available to them was significantly higher than the percentage of those who indicated otherwise.

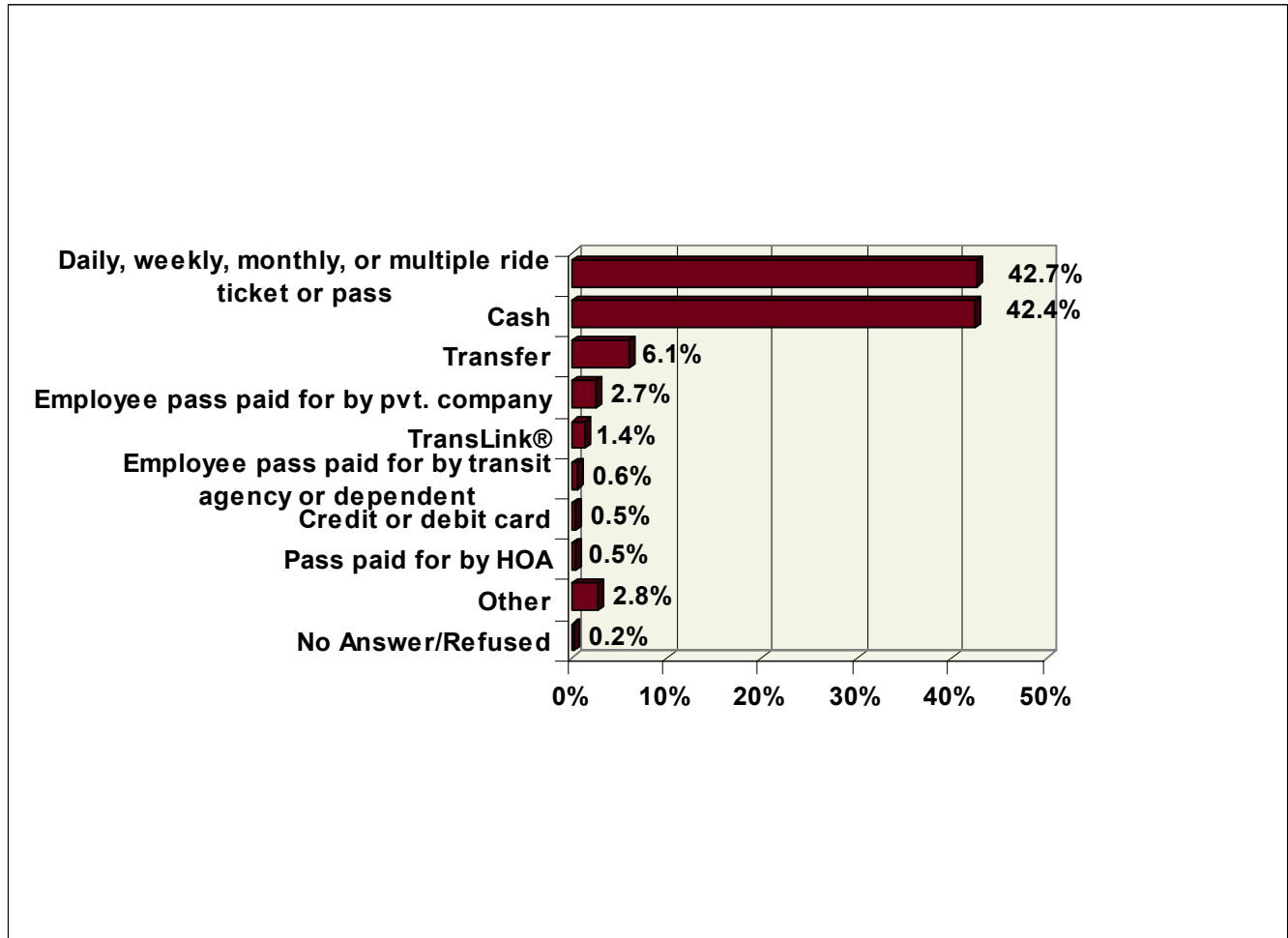
### **Trip Frequency by Usual Availability of an Automobile**

	8. (IF QUESTION 7 = YES) Do you normally have an automobile available to you for trips like today's trip?		
	Yes	No	No Answer/ Refused
<b>Total</b>	140	405	8
<b>6 to 7 days a week</b>	23.6%	34.6%	37.5%
<b>4 to 5 days a week</b>	37.9%	33.1%	25.0%
<b>1 to 3 days a week</b>	16.4%	20.2%	25.0%
<b>Less than once a week or on occasion</b>	16.4%	7.2%	0.0%
<b>Your first time taking this trip</b>	5.0%	4.4%	12.5%
<b>No Answer/Refused</b>	0.7%	0.5%	0.0%

### 3.5. Fare Payment Method

Overall, “Daily, weekly, monthly, or multiple ride ticket or pass” (43%) and “Cash” (42%) were the most preferred fare payment methods used by the participants in the second phase of the study. Besides these, less than ten percent of the respondents chose other fare payment methods such as “Transfer” (6%), “Employee pass paid for by private company” (3%), “TransLink®” (1%), “Employee pass paid for by transit agency or dependent” (1%), “Credit or debit card” (1%), and “Pass paid for by Homeowner’s Association” (1%).

#### 5. How did you pay for your fare on this trip?



### Differences by Transit System

When compared to MUNI Rail, a significantly higher percentage of the passengers of AC Transit, County Connection, MUNI Bus, SamTrans, and VTA used “Cash” to pay their trip fare. Similarly, this fare payment method was used by a significantly higher percentage of the County Connection and SamTrans riders than by the passengers of AC Transit and MUNI Bus. Likewise, “Cash” was used by a significantly higher percentage of the VTA riders than by the MUNI Bus riders.

In addition to this, “Daily, weekly, monthly or multiple ride ticket or pass” was used by a significantly higher percentage of the MUNI Rail riders than by the passengers on other transit systems.

### Fare Payment Method by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Cash</b>	43.3%	77.3%	41.3%	28.8%	66.1%	61.8%	50.0%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	39.1%	22.7%	41.8%	62.6%	23.2%	33.8%	27.3%
<b>Transfer</b>	4.8%	0.0%	8.3%	2.3%	5.4%	0.0%	13.6%

### Differences by Age

A significantly higher percentage of the minors than the 25-to-54-year-old respondents reported using “Cash” for paying their trip fare.

In addition to this, a significantly higher percentage of the 25-to-64-year-old respondents than those under 18 reported using a “Daily weekly, monthly or multiple ride ticket or pass” to pay their trip fare. Similarly, this payment method was used by a significantly higher percentage of the 25-to-44-year-old than the 18-to-24-year-old respondents.

### Fare Payment Method by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/ Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Cash</b>	68.4%	47.8%	38.9%	38.5%	36.1%	43.8%	59.4%	44.4%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	10.5%	35.2%	46.4%	48.9%	50.4%	42.2%	21.9%	44.4%
<b>Transfer</b>	5.3%	7.7%	6.6%	4.0%	3.4%	10.9%	6.3%	0.0%

### Differences by Ethnicity

Significantly higher percentages of the respondents who self-identified as White, Black or African American, and from Other ethnic backgrounds than the Asian respondents used “Cash” to pay for their trip fare. As opposed to this, the percentage of the Asian respondents who paid their fare using “Daily, weekly, monthly, or multiple ride ticket or pass,” was significantly higher than the percentage of the non-Asian respondents who used this fare payment method.

### Fare Payment Method by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/ Refused
<b>Total</b>	547	370	355	196	99	20
<b>Cash</b>	42.2%	41.6%	46.8%	30.1%	54.5%	40.0%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	41.3%	42.7%	38.9%	56.1%	31.3%	35.0%
<b>Transfer</b>	6.4%	8.1%	6.2%	2.6%	5.1%	15.0%

### Differences by Annual Household Income

When compared to the passengers with annual household income of \$15,000 to \$24,999, significantly higher percentages of those from other income groups used “Cash” to pay for their trip fare. Similarly, this fare payment method was used by significantly higher percentages of those with annual household income of \$50,000 to \$74,999 and \$100,000 or higher than by those who reported an annual household income of \$25,000 to \$49,999.

By contrast, a significantly higher percentage of the passengers with an annual household income of \$15,000 to \$49,999 used “Daily, weekly, monthly, or multiple ride ticket or pass,” when compared to the percentages of those from households with annual income of under \$15,000, \$50,000 to \$74,999, and \$100,000 or more who reported using this fare payment method.

### Fare Payment Method by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Cash</b>	43.5%	32.4%	37.1%	57.0%	54.4%	58.1%	53.4%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	38.3%	51.3%	49.9%	33.5%	36.8%	27.0%	30.8%
<b>Transfer</b>	7.7%	7.6%	4.5%	3.8%	3.5%	1.4%	8.3%

### Differences by Area of Residence

When compared to the respondents residing in San Francisco, significantly higher percentages of those residing in the Midpeninsula, South Bay, and Other areas used “Cash” to pay their fare. Conversely, a “Daily, weekly, monthly, or multiple ride ticket or pass” was used by a significantly higher percentage of the passengers residing in San Francisco than by those living in Midpeninsula, East Bay Area, and Other areas.

### Fare Payment Method by Area of Residence

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Cash</b>	36.5%	60.0%	62.3%	56.8%	45.6%	63.6%	62.0%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	48.6%	26.0%	29.5%	29.7%	36.9%	18.2%	26.8%
<b>Transfer</b>	6.8%	6.0%	0.0%	8.1%	5.6%	6.8%	2.8%

**Fare Payment Method by Day of the Month**

	1	2	6	7	8	9	10
<b>Total</b>	6	44	33	21	24	59	31
<b>Cash</b>	50.0%	31.8%	60.6%	57.1%	33.3%	44.1%	54.8%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	33.3%	45.5%	27.3%	28.6%	54.2%	44.1%	25.8%
<b>Transfer</b>	0.0%	9.1%	6.1%	4.8%	0.0%	5.1%	3.2%

	11	12	13	14	15	16	17
<b>Total</b>	51	62	18	76	42	84	146
<b>Cash</b>	37.3%	48.4%	61.1%	43.4%	26.2%	33.3%	36.3%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	51.0%	38.7%	33.3%	35.5%	61.9%	56.0%	48.6%
<b>Transfer</b>	3.9%	4.8%	0.0%	6.6%	0.0%	2.4%	5.5%

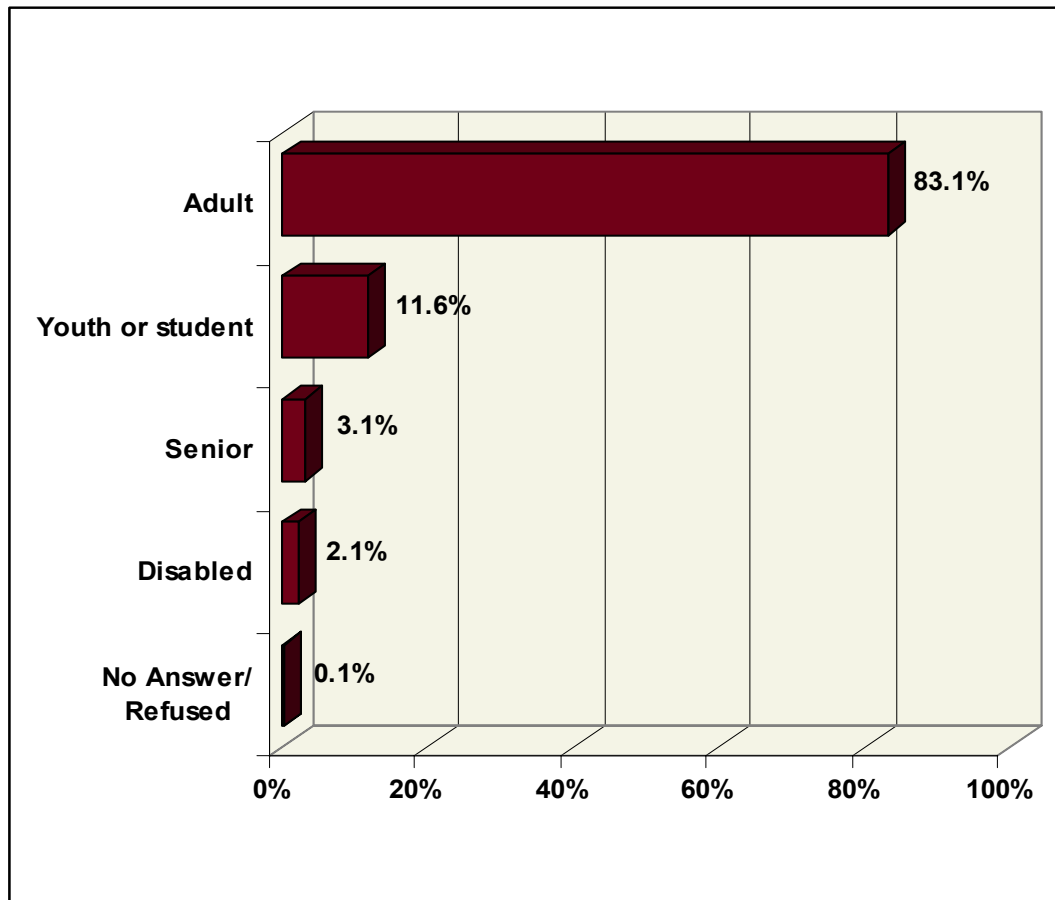
	18	19	20	21	22	23	24
<b>Total</b>	144	89	79	29	44	78	30
<b>Cash</b>	44.4%	41.6%	32.9%	27.6%	31.8%	41.0%	36.7%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	47.2%	43.8%	46.8%	65.5%	50.0%	39.7%	46.7%
<b>Transfer</b>	2.1%	10.1%	12.7%	6.9%	9.1%	9.0%	16.7%

	25	26	27	28	29	30	31
<b>Total</b>	47	90	40	20	29	91	38
<b>Cash</b>	27.7%	56.7%	57.5%	80.0%	51.7%	44.0%	52.6%
<b>Daily, weekly, monthly, or multiple ride ticket or pass</b>	48.9%	27.8%	35.0%	20.0%	24.1%	36.3%	31.6%
<b>Transfer</b>	10.6%	5.6%	2.5%	0.0%	13.8%	8.8%	2.6%

### 3.6. Fare Category

Following their fare payment method, the participants were asked to indicate their fare category. As shown in the following chart, 83 percent of the participants paid an “Adult” fare. Following this, twelve percent paid “Youth or student” fare, three percent paid “Senior” fare, and two percent of the participants paid “Disabled” fare for the trip in question.

#### 6. What is your fare category?



### Differences by Gender

When compared to the female passengers, a significantly higher percentage of the male passengers paid “Adult” and “Disabled” fare. By contrast, a significantly higher percentage of the female than the male respondents paid “Youth or student” fare.

### Fare Category by Transit System

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Adult</b>	84.7%	79.6%
<b>Senior</b>	2.6%	4.2%
<b>Youth or student</b>	9.7%	15.7%
<b>Disabled</b>	2.9%	0.4%
<b>No Answer/Refused</b>	0.1%	0.0%

### Differences by Age

Significantly more of the 25-to-54-year-old respondents than the ones in other age groups paid “Adult” fare. Similarly, this fare category was reported by significantly higher percentages of the 18-to-24-years-old and 55-to-64-year-old respondents than by the non-adult respondents.

Not surprisingly, a significantly higher percentage of the non-adult than the adult riders paid a “Youth or student fare.” Likewise, the percentage of the 18-to-24-year-old respondents who paid this fare category was significantly higher when compared to the percentage of the riders in the older age groups who stated the same.

Furthermore, significantly more of the 55-years-and-older riders than those in the younger age groups paid “Senior” fare for their trip.

Finally, a significantly higher percentage of the 45-to-64-year-old than the 18-to-34-year-old respondents reported paying “Disabled” fare.

### Fare Category by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Adult</b>	5.3%	74.4%	92.3%	96.6%	91.6%	56.3%	18.8%	77.8%
<b>Senior</b>	5.3%	0.5%	0.8%	0.3%	0.8%	23.4%	71.9%	0.0%
<b>Youth or student</b>	89.5%	23.9%	6.6%	0.9%	0.0%	6.3%	6.3%	22.2%
<b>Disabled</b>	0.0%	1.0%	0.4%	2.3%	7.6%	14.1%	3.1%	0.0%
<b>No Answer/Refused</b>	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

### Differences by Annual Household Income

A significantly higher percentage of the respondents with a household income of under \$15,000 a year paid “Youth or student” fare, when compared to the respondents from the higher household income groups. By contrast, a significantly higher percentage of the respondents with an annual household income of \$15,000 to \$99,999 paid “Adult” fare, when compared to those in the lowest income group.

### Fare Category by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Adult</b>	67.8%	87.9%	91.7%	91.1%	93.0%	78.4%	76.7%
<b>Senior</b>	5.8%	1.9%	1.8%	1.9%	0.0%	4.1%	5.3%
<b>Youth or student</b>	23.1%	8.7%	4.5%	6.3%	5.3%	16.2%	13.5%
<b>Disabled</b>	3.0%	1.4%	2.1%	0.6%	1.8%	1.4%	4.5%
<b>No Answer/Refused</b>	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

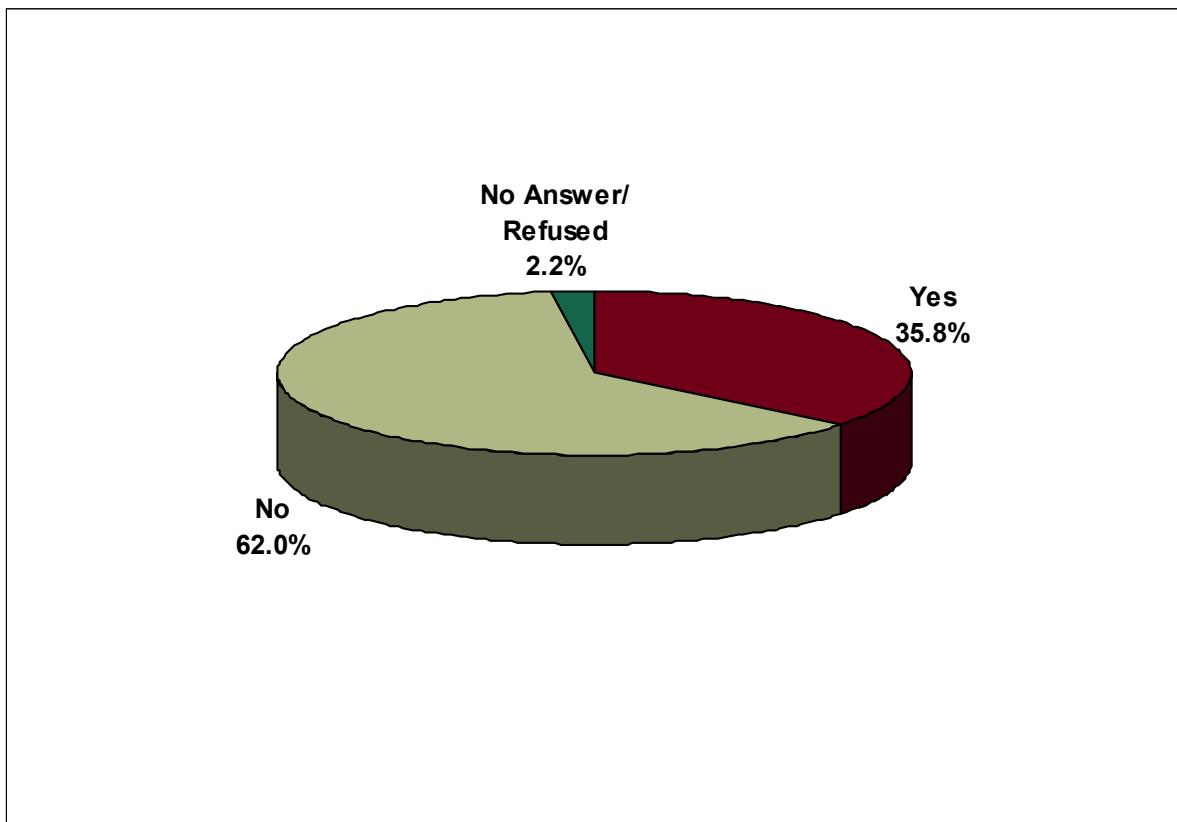
### 3.7. Public Transit Dependency

The next three questions in the survey focused on determining the transit passengers' dependence on public transportation for day-to-day travel.

#### 3.7.1. Automobile Availability on Survey Night

The first question in this series asked the participants to indicate if they took public transportation because an automobile was not available to them. In response to this, 36 percent of the participants stated that they took public transit because an automobile was not available to them that night, whereas 62 percent mentioned that unavailability of an automobile was not the reason for their taking public transit.

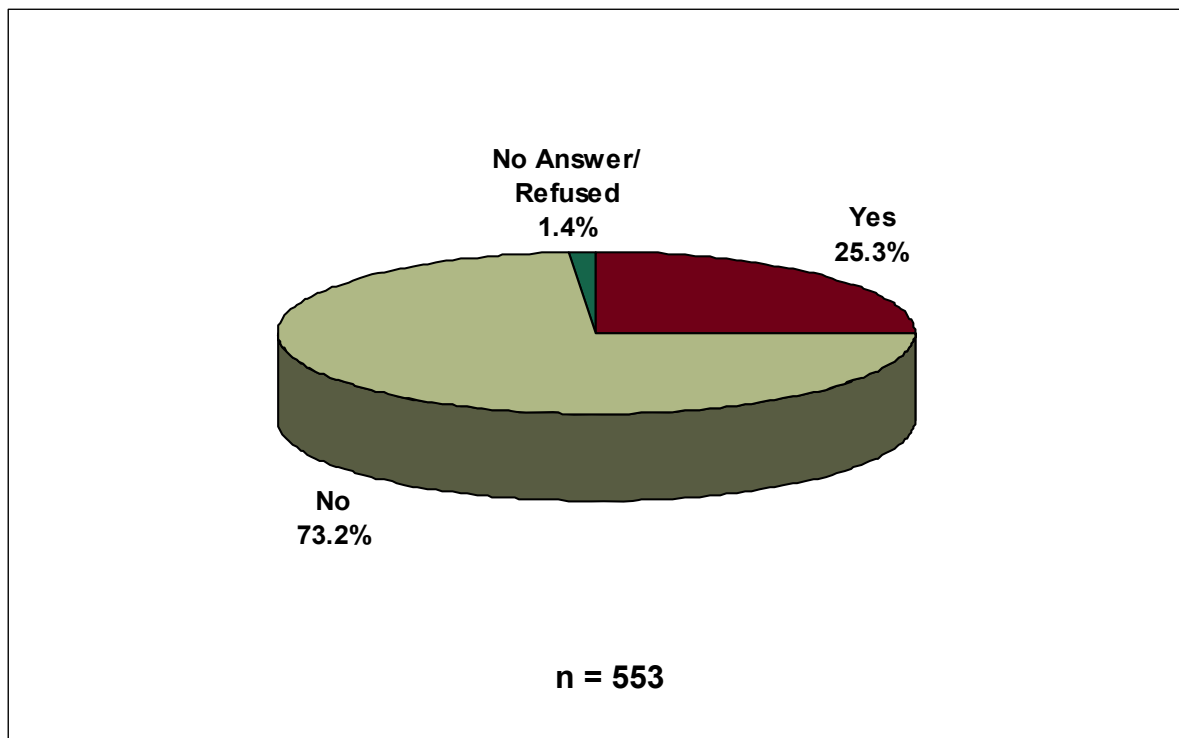
**7. For this trip today, did you take public transportation because an automobile was not available to you?**



### 3.7.2. General Automobile Availability

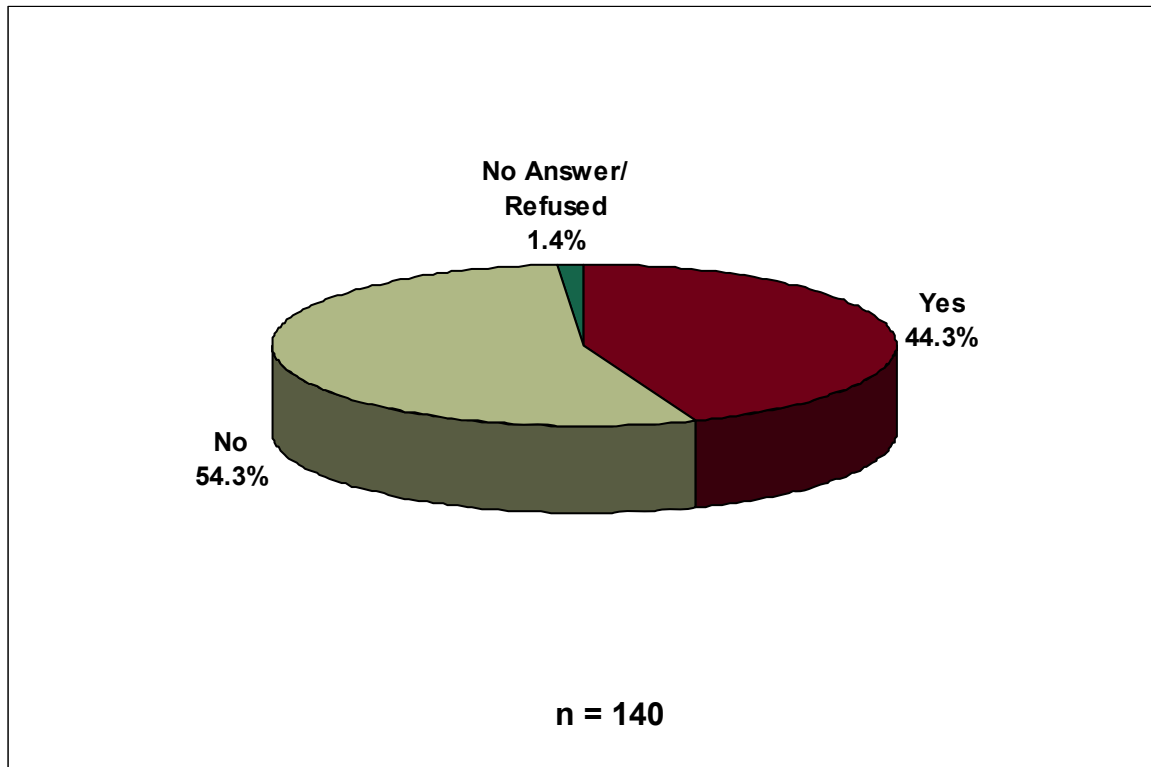
Following this, the 553 survey participants who indicated taking public transportation because of unavailability of an automobile were asked if an automobile is usually available to them for trips like the one on the night of the survey. In response to this, 25 percent stated that an automobile is usually available to them for such trips, whereas 73 percent reported “no.” These results suggest that 26 percent of the night-time riders are public transit-dependent.

8. (IF QUESTION 7 = YES) Do you normally have an automobile available to you for trips like today's trip?



Of the 140 participants who reported generally having an automobile available to them but not on the night of the survey, 54 percent stated that it generally does not create inconvenience for others to have the automobile available to them, whereas 44 percent stated that it does create an inconvenience to others. This translates to roughly four percent of the regional riders who might take public transit to avoid inconveniencing others.

**9. (IF QUESTION 7 = YES AND QUESTION 8 = YES) Does it normally create inconvenience for others to have the automobile available to you?**



### Differences by Transit System

Significantly higher percentages of the high-time riders of MUNI Rail, VTA, and Wheels were transit-dependent, when compared to the percentage of transit-dependent passengers on AC Transit. Similarly, significantly more of the passengers of MUNI Rail and VTA than of MUNI Bus were transit-dependent.

### Automobile Availability on Survey Night by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Yes</b>	28.4%	50.0%	32.7%	47.0%	48.2%	48.5%	68.2%
<b>No</b>	64.5%	50.0%	66.7%	50.7%	51.8%	51.5%	31.8%
<b>No Answer/Refused</b>	7.2%	0.0%	0.6%	2.3%	0.0%	0.0%	0.0%

### General Automobile Availability by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	95	11	269	103	27	33	15
<b>Yes</b>	30.5%	18.2%	27.5%	16.5%	40.7%	9.1%	26.7%
<b>No</b>	67.4%	81.8%	71.0%	81.6%	59.3%	90.9%	73.3%
<b>No Answer/Refused</b>	2.1%	0.0%	1.5%	1.9%	0.0%	0.0%	0.0%

**Transit Dependency by Transit System**

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Transit Dependency</b>	19.1%	40.9%	23.2%	38.4%	28.6%	44.1%	50.0%

**Differences by Gender**

In Phase Two of the study, a significantly higher percentage of the female than the male passengers were transit-dependent.

**Automobile Availability on Survey Night by Transit System**

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Yes</b>	32.2%	43.9%
<b>No</b>	65.1%	55.0%
<b>No Answer/Refused</b>	2.7%	1.1%

**General Automobile Availability by Transit System**

	Gender	
	Male	Female
<b>Total</b>	346	207
<b>Yes</b>	26.9%	22.7%
<b>No</b>	72.0%	75.4%
<b>No Answer/Refused</b>	1.2%	1.9%

**Transit Dependency by Transit System**

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Transit Dependency</b>	23.2%	33.1%

**Differences by Age**

When compared to the 35-to-44-year-old respondents, a significantly higher percentage of the 65-years-and-older respondents mentioned that they took public transit because an automobile as not available to them. Similar responses were received from a significantly higher percentage of the 18-to-24-year-old than the 25-to-44-year-old respondents.

In reference to general automobile availability, there were no statistically significant differences.

A significantly higher percentage of the 18-to-24-year-old than the 25-to-44-year-old respondents were transit-dependent.

**Automobile Availability on Survey Night by Age**

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/ Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Yes</b>	50.0%	44.0%	30.8%	27.0%	37.8%	43.8%	56.3%	66.7%
<b>No</b>	50.0%	53.8%	67.5%	69.5%	58.8%	56.3%	43.8%	33.3%
<b>No Answer/ Refused</b>	0.0%	2.2%	1.7%	3.4%	3.4%	0.0%	0.0%	0.0%

**General Automobile Availability by Age**

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	19	184	159	94	45	28	18	6
<b>Yes</b>	36.8%	22.8%	27.0%	26.6%	17.8%	25.0%	27.8%	50.0%
<b>No</b>	63.2%	76.6%	69.8%	72.3%	82.2%	75.0%	66.7%	50.0%
<b>No Answer/Refused</b>	0.0%	0.5%	3.1%	1.1%	0.0%	0.0%	5.6%	0.0%

**Transit Dependency by Age**

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Transit Dependency</b>	31.6%	33.7%	21.5%	19.5%	31.1%	32.8%	37.5%	33.3%

**Differences by Ethnicity**

When compared to the Asian respondents, a significantly higher percentage of the Spanish, Hispanic or Latino and Black or African American respondents reported that they took public transit because an automobile was not available to them.

A significantly higher percentage of the Spanish, Hispanic or Latino than the White respondents reported that they usually have an automobile available for trips like the one on the night of participation in the survey.

There were no statistically significant differences in the transit dependency results by ethnicity.

**Automobile Availability on Survey Night by Ethnicity**

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	547	370	355	196	99	20
<b>Yes</b>	36.2%	38.4%	38.6%	26.0%	39.4%	30.0%
<b>No</b>	62.3%	59.5%	57.7%	71.9%	59.6%	70.0%
<b>No Answer/Refused</b>	1.5%	2.2%	3.7%	2.0%	1.0%	0.0%

**General Automobile Availability**

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	198	142	137	51	39	6
<b>Yes</b>	17.2%	31.0%	29.2%	25.5%	33.3%	0.0%
<b>No</b>	81.3%	68.3%	67.9%	74.5%	66.7%	100.0%
<b>No Answer/Refused</b>	1.5%	0.7%	2.9%	0.0%	0.0%	0.0%

**Transit Dependency by Ethnicity**

	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/ Refused
<b>Total</b>	547	370	355	196	99	20
<b>Transit Dependency</b>	29.4%	26.2%	26.2%	19.4%	26.3%	30.0%

**Differences by Annual Household Income**

A significantly higher percentage of the respondents with annual household income of under \$15,000 stated that they used public transportation due to unavailability of an automobile, when compared to those with a household income of \$15,000 to \$49,999 who stated the same. With respect to general automobile availability, as well as transit dependency, there were no statistically significant differences across the income groups.

**Automobile Availability on Survey Night by Annual Household Income**

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/ Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Yes</b>	43.3%	29.6%	31.2%	32.3%	43.9%	36.5%	47.4%
<b>No</b>	54.5%	66.4%	66.8%	67.7%	56.1%	60.8%	52.6%
<b>No Answer/Refused</b>	2.2%	4.0%	2.1%	0.0%	0.0%	2.7%	0.0%

**General Automobile Availability**

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/ Refused
<b>Total</b>	157	125	105	51	25	27	63
<b>Yes</b>	26.1%	25.6%	26.7%	35.3%	28.0%	18.5%	14.3%
<b>No</b>	71.3%	74.4%	72.4%	60.8%	68.0%	81.5%	85.7%
<b>No Answer/Refused</b>	2.5%	0.0%	1.0%	3.9%	4.0%	0.0%	0.0%

### **Transit Dependency by Annual Household Income**

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Transit Dependency</b>	30.9%	22.0%	22.6%	19.6%	29.8%	29.7%	40.6%

### **Differences by Area of Residence**

When compared to the respondents residing in the East Bay Area, significantly more of those living in South Bay, Eastern Alameda and Contra Costa Counties, and Other areas took public transportation due to unavailability of an automobile. Similarly, proportionately fewer of those residing in the Eastern Alameda and Contra Costa Counties than of those living in San Francisco reported using public transportation due to unavailability of automobile. In reference to general automobile availability, there were no significant differences in the responses given by passengers who resided in the different areas around the San Francisco Bay.

A significantly higher percentage of the respondents residing in the South Bay than those residing in San Francisco and the East Bay Area were transit-dependent.

### **Automobile Availability on Survey Night by Area of Residence**

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Yes</b>	34.7%	46.0%	52.5%	62.2%	28.6%	56.8%	32.4%
<b>No</b>	63.8%	54.0%	47.5%	37.8%	65.5%	38.6%	67.6%
<b>No Answer/Refused</b>	1.5%	0.0%	0.0%	0.0%	5.9%	4.5%	0.0%

**General Automobile Availability**

	Area of Residence						
	San Francisco	Midpen-insula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	345	23	32	23	82	25	23
<b>Yes</b>	24.9%	34.8%	9.4%	30.4%	28.0%	28.0%	26.1%
<b>No</b>	73.9%	65.2%	90.6%	65.2%	70.7%	64.0%	73.9%
<b>No Answer/Refused</b>	1.2%	0.0%	0.0%	4.3%	1.2%	8.0%	0.0%

**Transit Dependency by Area of Residence**

	Area of Residence						
	San Francisco	Midpen-insula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Transit Dependency</b>	25.6%	30.0%	47.5%	40.5%	20.2%	36.4%	23.9%

### 3.8. Location of Residence

The next two questions in the survey asked for the transit riders' location of residence.

#### 3.8.1. Home Zip Code

The first question in this series asked the participants to indicate their home zip codes. As illustrated in the table below, the top 14 zip codes of residence were located in the City of San Francisco (zip codes marked with an asterisk '\*'). Six of the zip codes that made the top 25 list were located in Oakland (94601 – 2%, 94621 – 2%, 94611 – 1%, 94603 – 1%, 94610 – 1%, and 94610 – 1%).

#### 10. What is your home zip code?

<b>94130*</b>	10.9%	<b>94621</b>	1.5%	<b>94605</b>	0.6%
<b>94103*</b>	5.7%	<b>94501</b>	1.3%	<b>94612</b>	0.6%
<b>94104*</b>	3.6%	<b>94611</b>	1.1%	<b>94303</b>	0.5%
<b>94102*</b>	3.1%	<b>94112*</b>	1.1%	<b>94618</b>	0.5%
<b>94107*</b>	2.8%	<b>94109*</b>	0.9%	<b>94704</b>	0.5%
<b>94115*</b>	2.3%	<b>94134*</b>	0.8%	<b>95112*</b>	0.5%
<b>94118*</b>	2.3%	<b>94603</b>	0.8%	<b>94113*</b>	0.5%
<b>94110*</b>	2.3%	<b>94610</b>	0.8%	<b>94114*</b>	0.5%
<b>94117*</b>	2.1%	<b>94720</b>	0.8%	<b>94607</b>	0.5%
<b>94121*</b>	1.9%	<b>94602</b>	0.7%	<b>Other</b>	18.8%
<b>94122*</b>	2.1%	<b>94619</b>	0.7%	<b>No Answer</b>	18.0%
<b>94124*</b>	1.7%	<b>94120*</b>	0.6%		
<b>94101*</b>	1.6%	<b>94530</b>	0.6%		
<b>94106*</b>	1.6%	<b>94025</b>	0.6%		
<b>94601</b>	1.6%	<b>94140*</b>	0.6%		

### 3.8.2. City of Residence

With respect to the cities of residence, about every six in ten survey participants (63%) resided in the City of “San Francisco.” The cities in which the next highest percentage of the participants resided were “Oakland” (12%), “Berkeley” (3%), and “San Jose” (2%).

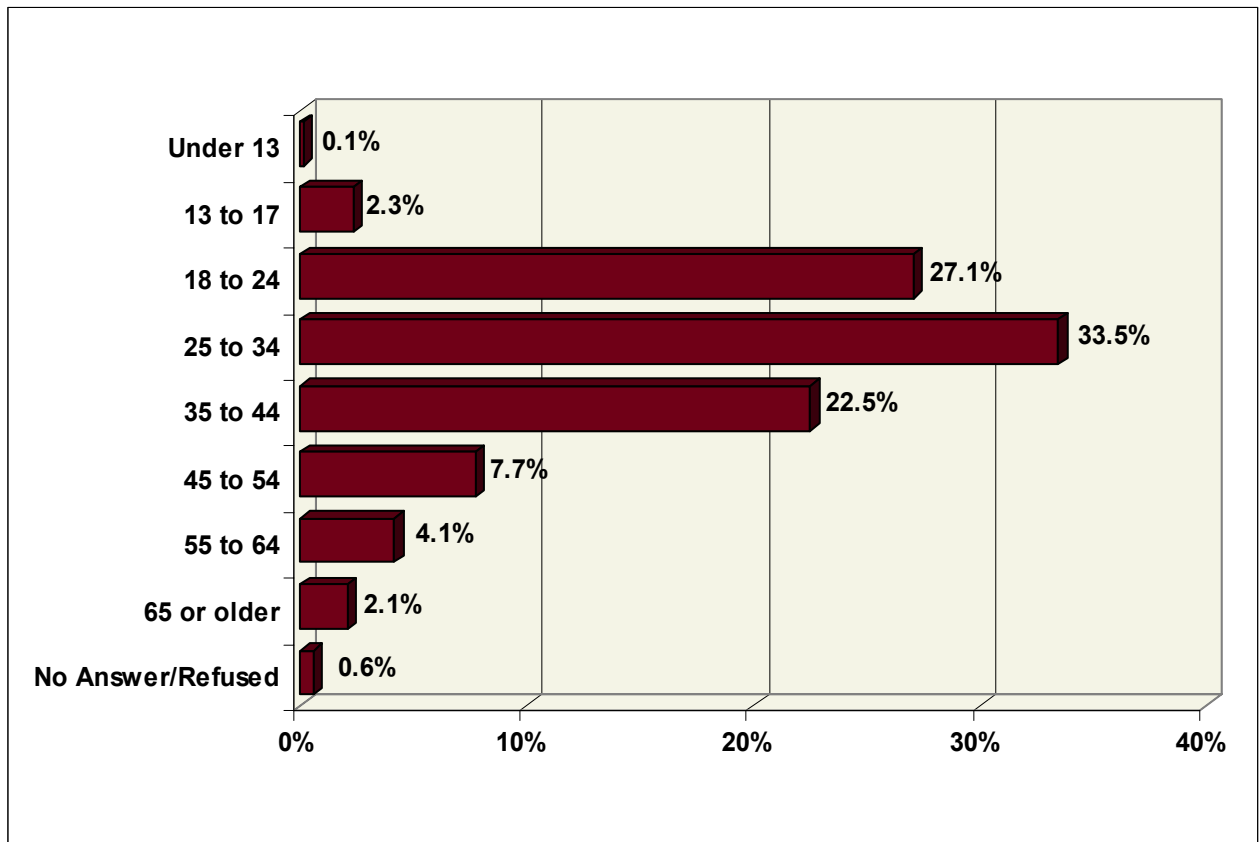
#### 11. What city do you live in?

<b>San Francisco</b>	63.0%	<b>Santa Clara</b>	0.5%
<b>Oakland</b>	11.9%	<b>Concord</b>	0.5%
<b>Berkeley</b>	2.5%	<b>El Cerrito</b>	0.4%
<b>San Jose</b>	1.9%	<b>Orinda</b>	0.4%
<b>Treasure Island</b>	1.4%	<b>Livermore</b>	0.2%
<b>Alameda</b>	1.2%	<b>Pleasanton</b>	0.2%
<b>Palo Alto</b>	1.1%	<b>San Carlos</b>	0.2%
<b>Richmond</b>	1.0%	<b>Saratoga</b>	0.2%
<b>Piedmont</b>	0.9%	<b>Vallejo</b>	0.2%
<b>East Palo Alto</b>	0.8%	<b>Daly City</b>	0.1%
<b>Sunnyvale</b>	0.8%	<b>Lafayette</b>	0.1%
<b>Redwood City</b>	0.7%	<b>Pacifica</b>	0.1%
<b>Dublin</b>	0.6%	<b>Pleasant Hill</b>	0.1%
<b>Emeryville</b>	0.6%	<b>Union City</b>	0.1%
<b>Hayward</b>	0.5%	<b>Other</b>	2.8%
<b>Mountain View</b>	0.5%	<b>No Answer/Refused</b>	4.5%

### 3.9. Age

Following the location of residence, the participants were asked a series of demographic questions. The first question in this series asked the participants to indicate their age group. As illustrated in the following chart, two percent of the riders were less than 18 years old. Some 83 percent of the participants in the survey were between the ages of 18 and 44 years (27% - 18 to 24, 34% - 25 to 34, and 23% - 35 to 44 years old). Another twelve percent of the participants were 45 to 64 years old and about two percent were seniors.

#### 12. What is your age?



In the group-wise comparison of responses to this question, the following statistically significant differences were observed.

#### Differences by Transit System

A significantly higher percentage of the County Connection riders than those of AC Transit, MUNI Bus, MUNI Rail, and VTA were “13 to 17 years old.” Similarly, the percentage of MUNI Bus riders who were “18 to 24 years old” was significantly higher than the percentage of the MUNI Rail riders in this age group. Besides this, a significantly higher percentage of the VTA than MUNI Rail riders were “45 to 54 years old.” Finally, there was a significantly higher representation of the “65 years or older” passengers on SamTrans than on AC Transit.

#### Age by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	SamTrans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Under 13</b>	0.0%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%
<b>13 to 17</b>	3.0%	22.7%	1.6%	1.8%	5.4%	1.5%	0.0%
<b>18 to 24</b>	23.0%	27.3%	31.3%	18.3%	17.9%	30.9%	27.3%
<b>25 to 34</b>	32.8%	27.3%	31.7%	42.0%	33.9%	32.4%	31.8%
<b>35 to 44</b>	25.4%	4.5%	20.3%	29.2%	28.6%	17.6%	13.6%
<b>45 to 54</b>	7.8%	13.6%	7.8%	4.1%	3.6%	16.2%	18.2%
<b>55 to 64</b>	6.9%	4.5%	4.1%	2.3%	1.8%	0.0%	0.0%
<b>65 or older</b>	1.2%	0.0%	2.2%	1.8%	7.1%	0.0%	9.1%
<b>No Answer/Refused</b>	0.0%	0.0%	0.9%	0.0%	1.8%	1.5%	0.0%

### Differences by Gender

When compared to the male respondents, a significantly higher percentage of the female respondents were 13 to 24 years old.

### Age by Gender

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Under 13</b>	0.2%	0.0%
<b>13 to 17</b>	1.8%	3.6%
<b>18 to 24</b>	24.2%	33.3%
<b>25 to 34</b>	34.8%	30.6%
<b>35 to 44</b>	23.1%	21.2%
<b>45 to 54</b>	8.6%	5.7%
<b>55 to 64</b>	4.7%	3.0%
<b>65 or older</b>	2.0%	2.3%
<b>No Answer/Refused</b>	0.7%	0.2%

Differences by Ethnicity

When compared to the White respondents, a significantly higher percentage of the respondents of Other ethnicities were “13 to 17 years old.” In addition to this, a significantly higher percentage of the Asian than the White and Spanish, Hispanic or Latino respondents were “45 to 54 years old.”

Age by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	547	370	355	196	99	20
<b>Under 13</b>	0.2%	0.0%	0.0%	0.0%	1.0%	0.0%
<b>13 to 17</b>	0.9%	2.2%	3.1%	2.6%	7.1%	5.0%
<b>18 to 24</b>	27.8%	28.1%	30.1%	18.9%	33.3%	30.0%
<b>25 to 34</b>	36.0%	35.9%	30.1%	28.6%	29.3%	30.0%
<b>35 to 44</b>	20.7%	21.1%	21.1%	30.6%	18.2%	30.0%
<b>45 to 54</b>	6.9%	6.5%	7.9%	13.8%	5.1%	0.0%
<b>55 to 64</b>	4.9%	3.5%	4.5%	3.6%	2.0%	5.0%
<b>65 or older</b>	1.8%	1.6%	3.1%	2.0%	3.0%	0.0%
<b>No Answer/Refused</b>	0.7%	1.1%	0.0%	0.0%	1.0%	0.0%

### Differences by Annual Household Income

A significantly higher percentage of the respondents with an annual household income of under \$15,000 were “18 to 24 years old,” when compared to those with an annual income of \$15,000 to \$99,999 who were in this age group. In addition to this, a significantly higher percentage of the respondents with a household income of \$100,000 or more per year were 13 to 24 years old when compared to those with an annual household income of \$15,000 to \$49,999 a year.

Besides this, the age group “25 to 34 years” was reported by a significantly higher percentage of the respondents with annual household income of \$15,000 to \$24,999 than by those with household income of under \$15,000 per year.

When compared to the lowest and the highest income groups, a significantly higher percentage of the respondents from the remaining income groups reported being “35 to 44 years old.”

Finally, when compared to the percentage of those from households with annual income of \$15,000 to \$49,999, the percentage of the respondents from the lowest and the highest income groups who were “65 years or older” was significantly high.

### Age by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>Under 13</b>	0.3%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%
<b>13 to 17</b>	3.0%	1.2%	0.3%	1.9%	1.8%	9.5%	6.0%
<b>18 to 24</b>	47.4%	19.6%	15.4%	22.8%	17.5%	36.5%	28.6%
<b>25 to 34</b>	25.6%	44.0%	35.0%	34.2%	31.6%	25.7%	21.8%
<b>35 to 44</b>	9.6%	24.3%	36.5%	24.1%	26.3%	6.8%	21.8%
<b>45 to 54</b>	4.7%	6.9%	8.6%	12.0%	14.0%	5.4%	9.8%
<b>55 to 64</b>	5.0%	3.1%	3.6%	3.8%	7.0%	8.1%	3.8%
<b>65 or older</b>	4.4%	0.7%	0.6%	0.6%	0.0%	6.8%	3.8%
<b>No Answer/Refused</b>	0.0%	0.2%	0.0%	0.6%	1.8%	0.0%	4.5%

### Differences by Area of Residence

A significantly higher percentage of the respondents residing in the Eastern Alameda and Contra Costa Counties reported being “13 to 17 years old,” when compared to the percentage of those residing in San Francisco who reported being in this age group.

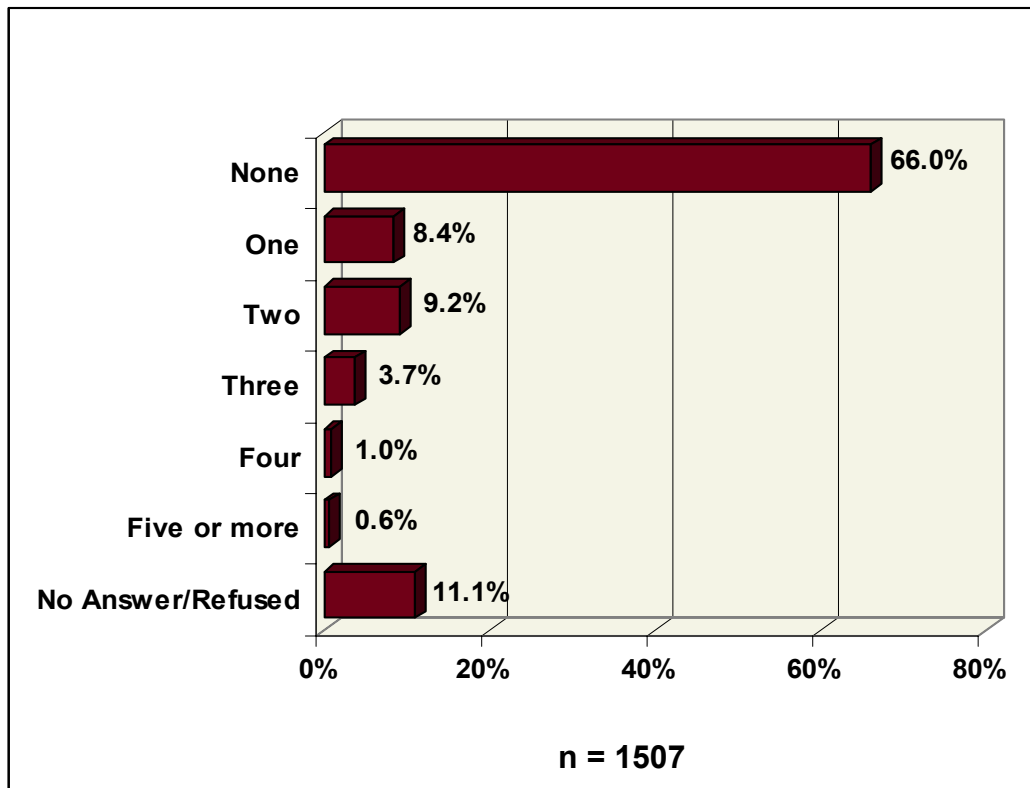
### Age by Area of Residence

	Area of Residence						
	San Francisco	Midpen-insula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Under 13</b>	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>13 to 17</b>	1.5%	6.0%	3.3%	13.5%	3.5%	0.0%	1.4%
<b>18 to 24</b>	28.2%	22.0%	29.5%	29.7%	22.0%	43.2%	21.1%
<b>25 to 34</b>	34.8%	34.0%	29.5%	32.4%	32.4%	25.0%	28.2%
<b>35 to 44</b>	22.0%	22.0%	18.0%	5.4%	25.1%	18.2%	35.2%
<b>45 to 54</b>	7.4%	2.0%	16.4%	13.5%	8.4%	4.5%	4.2%
<b>55 to 64</b>	3.4%	6.0%	0.0%	0.0%	7.0%	9.1%	4.2%
<b>65 or older</b>	1.8%	6.0%	1.6%	5.4%	1.7%	0.0%	4.2%
<b>No Answer/Refused</b>	0.6%	2.0%	1.6%	0.0%	0.0%	0.0%	1.4%

### 3.10. Number of Transit-Dependent Children in Household

The next question in the survey was asked of the 1,507 adult participants to indicate the number of children under age 13 in their household who depended on public transit for trips to school or for other purposes. As illustrated in the following chart, 66 percent of the riders did not have any children under age 13 who depended on public transportation. Otherwise, 23 percent of the participants had at least one transit-dependent child in the household. About eleven percent of the respondents provided no answer to this question.

**13. Do you have children under age 13 living with you who depend on public transit for trips to school or other purposes?**



For the group-wise comparison of responses to this question, the answer categories were combined to reflect passengers having at least one child (“Yes” in the tables below) or no child younger than 13 years in the household (“No” in the tables below) who depended on public transportation for trips to school or other purposes. Following are the results of the subgroup comparisons.

#### Differences by Transit System

When compared to the MUNI Bus riders, a significantly higher percentage of the AC Transit riders had at least one transit-dependent child in the household.

#### Transit-Dependent Children in the Household by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	SamTrans	VTA	Wheels
<b>Total</b>	325	17	809	214	53	67	22
<b>Yes</b>	30.8%	17.6%	19.2%	27.6%	18.9%	17.9%	27.3%
<b>No</b>	62.2%	82.4%	67.9%	67.8%	54.7%	65.7%	54.5%
<b>No Answer/Refused</b>	7.1%	0.0%	13.0%	4.7%	26.4%	16.4%	18.2%

#### Differences by Age

A significantly higher percentage of the 35-to-44-year-old than the 18-to-34-year-old respondents reported having at least one transit-dependent child in the household.

#### Transit-Dependent Children in the Household by Age

	Age						
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	418	517	348	119	64	32	9
<b>Yes</b>	17.5%	22.1%	33.0%	24.4%	15.6%	9.4%	11.1%
<b>No</b>	72.7%	69.4%	52.3%	63.0%	68.8%	75.0%	77.8%
<b>No Answer/Refused</b>	9.8%	8.5%	14.7%	12.6%	15.6%	15.6%	11.1%

### Differences by Ethnicity

Significantly higher percentages of the Spanish, Hispanic or Latino and Black or African American than the White respondents had at least one transit-dependent child in the household. Likewise, the percentage of the Spanish, Hispanic, or Latino riders who had at least one such child in the household was significantly higher than the percentage of the Asian respondents who reported the same.

As opposed to this, a significantly higher percentage of the White than the non-White respondents reported not having any transit-dependent children in the household.

### Transit-Dependent Children in the Household by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	541	362	344	191	91	19
<b>Yes</b>	15.3%	30.9%	27.9%	17.3%	20.9%	21.1%
<b>No</b>	77.4%	53.6%	62.8%	66.0%	72.5%	47.4%
<b>No Answer/Refused</b>	7.2%	15.5%	9.3%	16.8%	6.6%	31.6%

### Differences by Annual Household Income

A significantly higher percentage of the riders with an annual household income of \$25,000 to \$74,999 than those with a household income of under \$15,000 a year had at least one transit-dependent child living at home.

### Transit-Dependent Children in the Household by Annual Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	351	418	336	155	56	66	125
<b>Yes</b>	17.4%	23.0%	27.1%	30.3%	21.4%	24.2%	17.6%
<b>No</b>	70.7%	65.3%	61.9%	63.2%	71.4%	69.7%	65.6%
<b>No Answer/Refused</b>	12.0%	11.7%	11.0%	6.5%	7.1%	6.1%	16.8%

### Differences by Area of Residence

The percentage of riders residing in the East Bay Area who had transit-dependent children at home was significantly higher, when compared to the percentage of those living in San Francisco who stated the same.

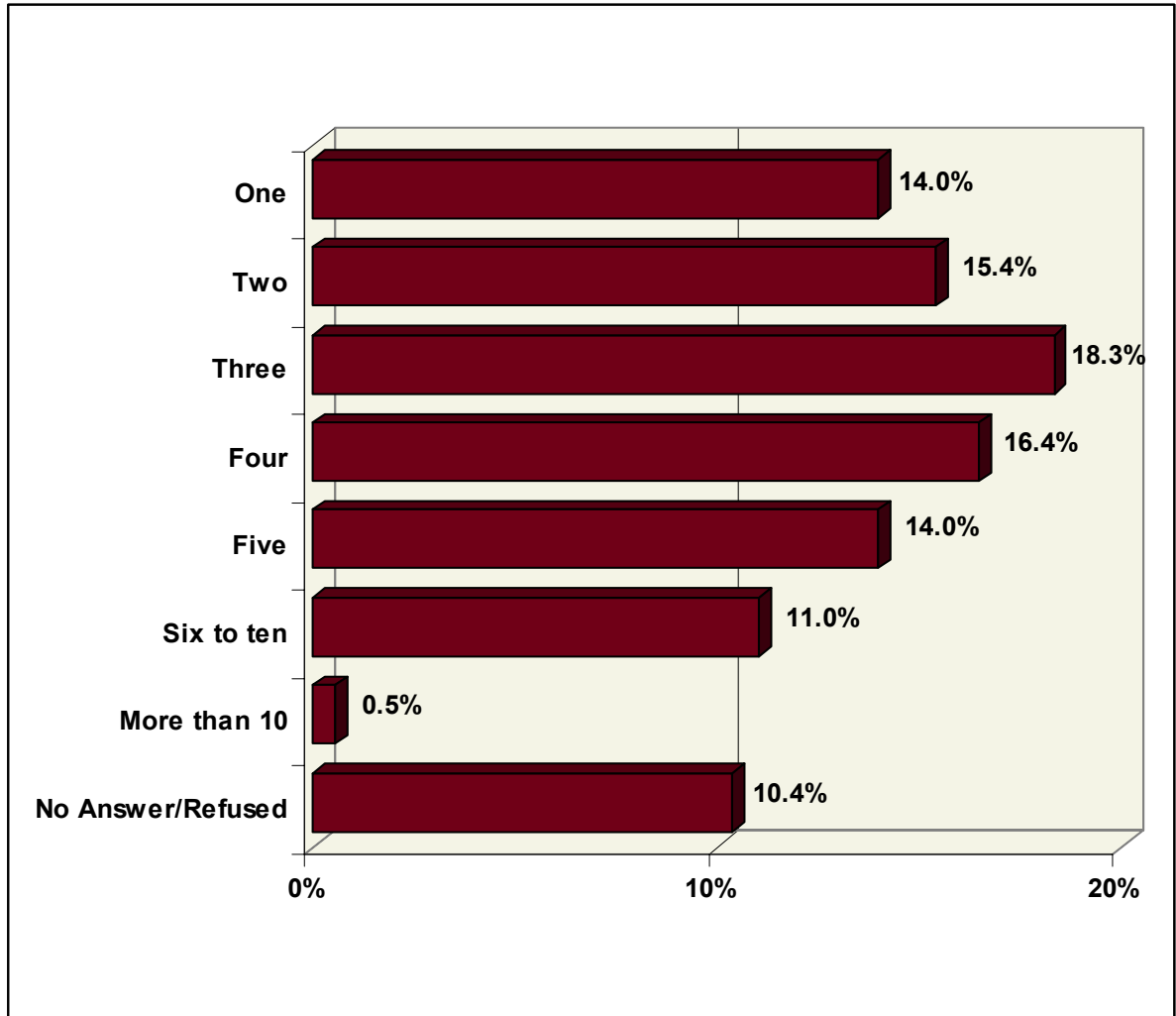
### Transit-Dependent Children in the Household by Area of Residence

	Area of Residences						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	978	47	59	32	277	44	70
<b>Yes</b>	21.1%	14.9%	18.6%	21.9%	30.3%	25.0%	27.1%
<b>No</b>	67.7%	57.4%	69.5%	65.6%	62.5%	59.1%	64.3%
<b>No Answer/Refused</b>	11.2%	27.7%	11.9%	12.5%	7.2%	15.9%	8.6%

### 3.11. Number of People in Household

The household sizes reported in Phase Two of the study were relatively large. As illustrated in the chart below, 42 percent of the respondents reported four or more people living in the household. About 34 percent of the respondents had 2 to 3 persons living in the household and another 14 percent reported living alone.

#### 14. How many people are in your household, including yourself?

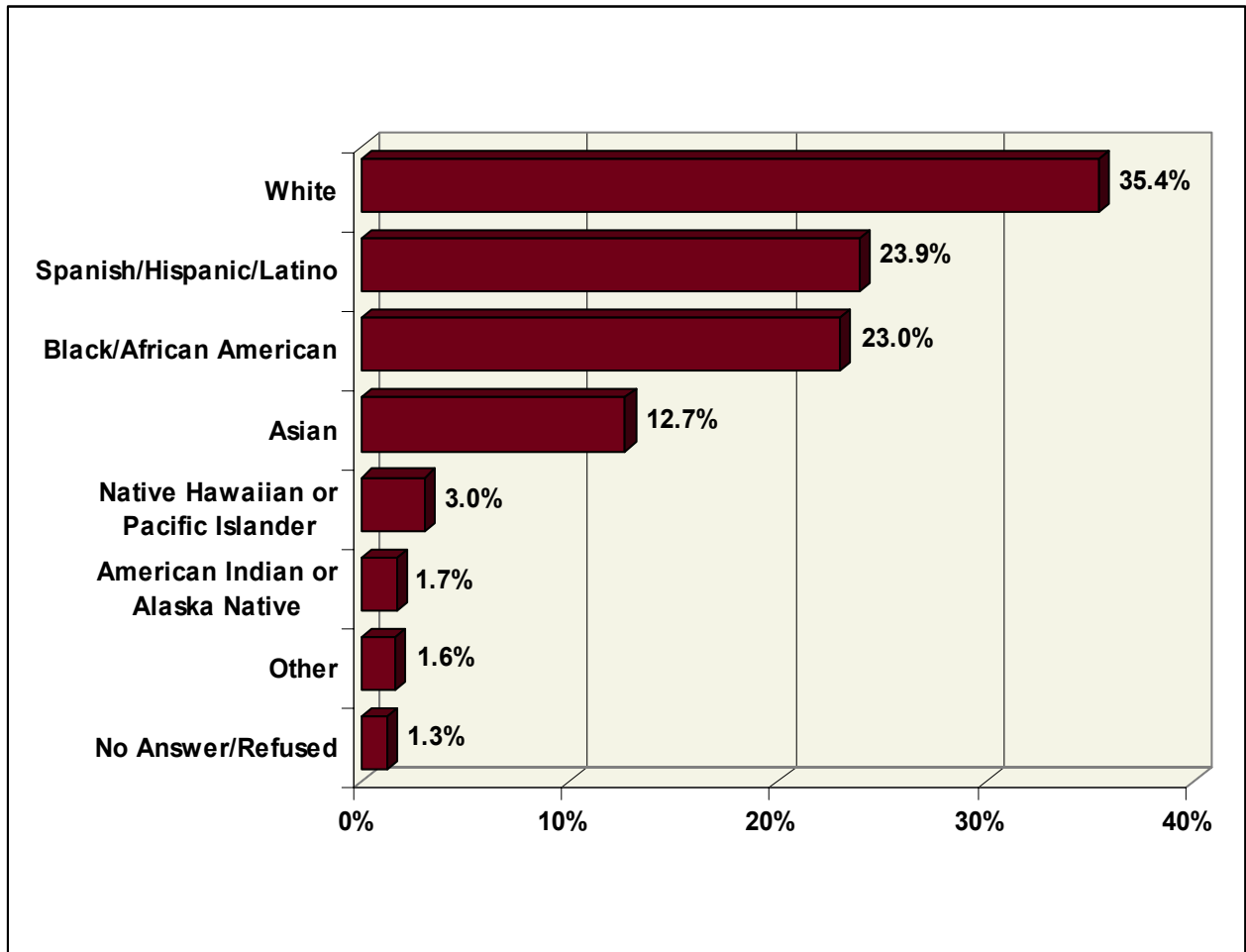


### 3.12. Ethnicity

In regards to race or ethnic identification, 35 percent of the night-time passengers self-identified as “White.” The next-highest ethnic groups represented in the survey were “Spanish, Hispanic, or Latino” (24%) and “Black or African American” (23%). “Asian” participants constituted thirteen percent of the night-time passengers. Another six percent reported “Other” ethnic backgrounds, whereas one percent refused to provide an answer to this question.

15. Are you Spanish, Hispanic, or Latino?

16. What is your race or ethnic identification?



\* Note: The above percentages add up to more than 100% (102.6%) because some respondents are of mixed ethnicities, and checked more than one category.

### Differences by Transit System

A significantly higher percentage of the MUNI Bus riders than those of AC Transit reported being "White." As opposed to this, a significantly higher percentage of the AC Transit riders than the passengers of MUNI Bus, MUNI Rail, SamTrans, and VTA self-identified as "Black or African American."

In addition to this, a significantly higher percentage of the MUNI Rail than the AC Transit and MUNI Bus passengers reported being "Asian." Finally, "Other" ethnic background was reported by a significantly higher percentage of the passengers of County Connection than by those of AC Transit and MUNI Bus.

### Ethnicity by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>White</b>	26.9%	45.5%	37.8%	38.8%	32.1%	35.3%	40.9%
<b>Spanish, Hispanic or Latino</b>	20.9%	4.5%	25.5%	19.6%	33.9%	29.4%	31.8%
<b>Black or African American</b>	39.7%	18.2%	20.3%	15.5%	12.5%	10.3%	13.6%
<b>Asian</b>	8.7%	9.1%	11.7%	21.9%	10.7%	19.1%	9.1%
<b>Other</b>	5.1%	22.7%	6.3%	6.4%	10.7%	7.4%	0.0%
<b>No Answer/Refused</b>	1.8%	0.0%	1.3%	0.9%	0.0%	0.0%	4.5%

### Differences by Age

When compared to the 25-to-34-year-old respondents, a significantly higher percentage of the 35-to-54-year-old riders were “Asian.” Similarly, the percentage of the 45-to-54-year-old respondents who self-identified as “Asian” was significantly higher than the 25-to-34-year-old respondents of this ethnicity. Finally, a significantly higher percentage of the non-adult respondents reported “Other” ethnic backgrounds, when compared to the 25-to-54-year-old respondents who stated the same.

### Ethnicity by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>White</b>	15.8%	36.4%	38.1%	32.5%	31.9%	42.2%	31.3%	44.4%
<b>Spanish, Hispanic or Latino</b>	21.1%	24.9%	25.7%	22.4%	20.2%	20.3%	18.8%	44.4%
<b>Black or African American</b>	28.9%	25.6%	20.7%	21.6%	23.5%	25.0%	34.4%	0.0%
<b>Asian</b>	13.2%	8.9%	10.8%	17.2%	22.7%	10.9%	12.5%	0.0%
<b>Other</b>	21.1%	7.9%	5.6%	5.2%	4.2%	3.1%	9.4%	11.1%
<b>No Answer/Refused</b>	2.6%	1.4%	1.2%	1.7%	0.0%	1.6%	0.0%	0.0%

### Differences by Annual Household Income

When compared to the respondents with an annual household income of under \$25,000, a significantly higher percentage of the participants with annual household income of \$25,000 to \$49,999 and of \$75,000 to \$99,999 self classified as “White.”

By contrast, a significantly higher percentage of the respondents with household income of less than \$25,000 a year were “Spanish, Hispanic, or Latino,” when compared to those with a household income of \$25,000 to \$49,999.

Finally, a significantly higher percentage of those with annual household income of \$25,000 to \$49,999 a year than those with annual household income of less than \$15,000 identified themselves as “Asian.”

### Ethnicity by Annual Household Income

	Annual Household Income						
	Under \$15,000	\$15,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 or higher	No Answer/Refused
<b>Total</b>	363	423	337	158	57	74	133
<b>White</b>	30.0%	30.3%	41.2%	38.6%	59.6%	43.2%	33.1%
<b>Spanish, Hispanic or Latino</b>	31.1%	28.1%	15.7%	24.1%	10.5%	14.9%	22.6%
<b>Black or African American</b>	26.7%	22.0%	18.4%	20.9%	14.0%	23.0%	33.8%
<b>Asian</b>	9.1%	14.7%	17.5%	11.4%	10.5%	12.2%	6.8%
<b>Other</b>	6.1%	5.9%	6.2%	7.6%	5.3%	14.9%	3.8%
<b>No Answer/Refused</b>	1.7%	0.0%	1.8%	1.3%	1.8%	1.4%	3.0%

### Differences by Area of Residence

Overall the night-time public transit riders from the East Bay differed from their counterparts residing in other parts of the Bay Area in a number of different ways. First, a significantly higher percentage of the passengers living in the East Bay Area than those living in San Francisco, the Midpeninsula, and the South Bay self-identified as “Black or African American.” Otherwise, compared to the East Bay riders, significantly more of those living in San Francisco were “White” and “Asian,” significantly more of those residing in the Midpeninsula were “Spanish, Hispanic or Latino,” and more South Bay public transit riders self-identified as “Asian.”

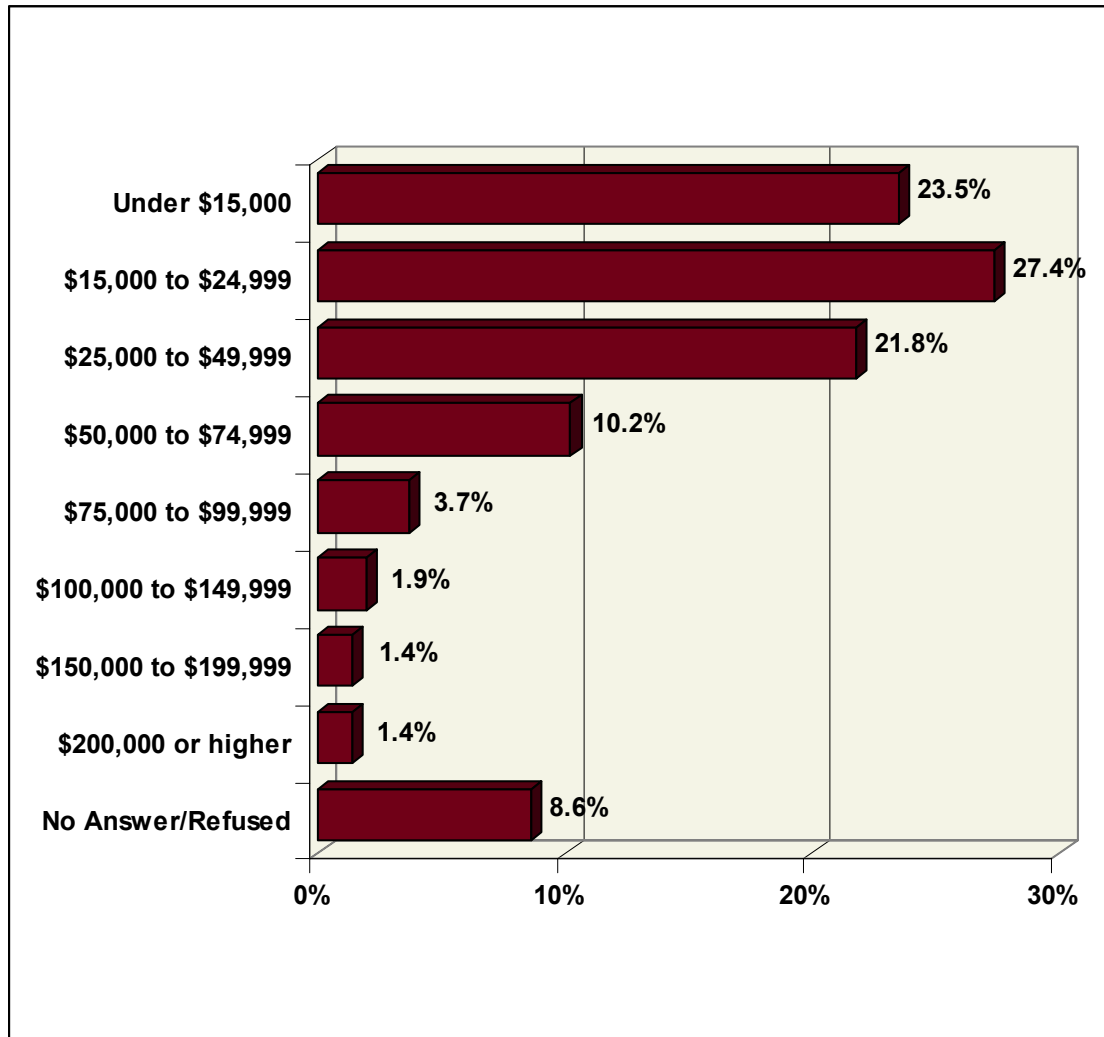
### Ethnicity by Areas of Residence

	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>White</b>	38.9%	26.0%	34.4%	40.5%	28.2%	25.0%	26.8%
<b>Spanish, Hispanic or Latino</b>	23.4%	38.0%	29.5%	18.9%	17.4%	40.9%	35.2%
<b>Black or African American</b>	19.2%	10.0%	9.8%	21.6%	42.5%	22.7%	18.3%
<b>Asian</b>	14.5%	12.0%	19.7%	2.7%	5.6%	9.1%	18.3%
<b>Other</b>	5.5%	14.0%	8.2%	13.5%	6.3%	6.8%	8.5%
<b>No Answer/Refused</b>	0.9%	2.0%	0.0%	2.7%	2.4%	2.3%	1.4%

### 3.13. Annual Household Income

The final question that the participants in the survey had to answer was about their annual household income. About half the night-time public transit passengers (51%) reported annual household income of less than \$25,000, while another 32 percent were from households with annual income of \$25,000 to \$74,999. Only about eight percent of the respondents reported household income of \$75,000 or more per year.

**17. Which of the following best describes the total income including everyone in your household before taxes in 2006?**



### Differences by Transit System

When compared to the VTA riders, significantly higher percentages of the AC Transit, MUNI Bus, MUNI Rail, and SamTrans riders reported an annual household income of “\$15,000 to \$24,999.” Similarly, this income bracket was reported by a significantly higher percentage of the MUNI Rail riders than by those of AC Transit and MUNI Bus.

In addition to this, the percentage of MUNI Bus and VTA riders who reported an annual household income of “\$50,000 to \$74,999” was significantly higher, when compared to the percentage of the MUNI Rail riders who reported the same.

When compared to the MUNI Bus riders, a significantly higher percentage of the County Connection, SamTrans, and VTA passengers reported an annual household income of “\$75,000 to \$99,999.”

Besides this, a significantly higher percentage of the County Connection riders than the AC Transit and MUNI Bus riders reported household income of \$75,000 to \$199,999 per year. Finally, a significantly higher percentage of the County Connection passengers than those of MUNI Rail reported an annual household income of “\$75,000 to \$99,999” and of “\$150,000 to \$199,999.”

### Annual Household Income by Transit System

	Transit System						
	AC Transit	County Connection	MUNI Bus	MUNI Rail	Sam-Trans	VTA	Wheels
<b>Total</b>	335	22	823	219	56	68	22
<b>Under \$15,000</b>	20.3%	0.0%	25.0%	26.0%	16.1%	23.5%	31.8%
<b>\$15,000 to \$24,999</b>	29.3%	0.0%	25.3%	42.9%	26.8%	5.9%	18.2%
<b>\$25,000 to \$49,999</b>	22.1%	4.5%	24.2%	16.0%	21.4%	20.6%	9.1%
<b>\$50,000 to \$74,999</b>	10.7%	13.6%	10.8%	3.7%	14.3%	17.6%	9.1%
<b>\$75,000 to \$99,999</b>	3.3%	22.7%	2.3%	2.7%	10.7%	11.8%	9.1%
<b>\$100,000 to \$149,999</b>	1.2%	13.6%	1.6%	3.2%	0.0%	4.4%	0.0%
<b>\$150,000 to \$199,999</b>	1.2%	13.6%	1.2%	1.4%	0.0%	2.9%	0.0%
<b>\$200,000 or higher</b>	2.1%	4.5%	1.7%	0.0%	0.0%	0.0%	0.0%
<b>No Answer/Refused</b>	9.9%	27.3%	7.9%	4.1%	10.7%	13.2%	22.7%

Differences by Gender

A significantly higher percentage of the female than male respondents reported an annual household income of “\$15,000 to \$24,999.”

Annual Household Income by Gender

	Gender	
	Male	Female
<b>Total</b>	1,073	471
<b>Under \$15,000</b>	22.7%	25.1%
<b>\$15,000 to \$24,999</b>	25.5%	31.6%
<b>\$25,000 to \$49,999</b>	23.0%	19.1%
<b>\$50,000 to \$74,999</b>	10.6%	9.3%
<b>\$75,000 to \$99,999</b>	3.8%	3.4%
<b>\$100,000 to \$149,999</b>	2.3%	1.1%
<b>\$150,000 to \$199,999</b>	1.3%	1.7%
<b>\$200,000 or higher</b>	1.7%	0.8%
<b>No Answer/Refused</b>	8.9%	7.9%

### Differences by Age

When compared to the 35-to-44-year-old respondents, significantly higher percentages of the remaining age groups reported household income of under \$15,000 a year. Similarly, this response was given by a significantly higher percentage of the 18-to-24 and 65-years-and-older respondents than by the 25-to-34-year-old and 45-to-54-year-old respondents. Annual household income of “\$15,000 to \$24,999” was reported by a significantly higher percentage of the 25-to-44-year-old than by the 18-to-24-year-old respondents.

In addition to the above, a significantly higher percentage of the 35-to-44-year-old participants reported an annual household income of “\$25,000 to \$49,999,” when compared to those younger than 35 and 65 or older. Likewise, this income group was reported by a significantly more of the 25-to-34-year-old and 45-to-54-year-old respondents than by the 18-to-24-year-old respondents.

Besides these, the percentage of minors who reported a household income of \$100,000 to \$149,999 annually was significantly higher than the percentage of the 18-to-24-year-old respondents who reported the same. The income level of 100,000 to \$199,999 was reported by a significantly higher percentage of those under 18 than by the 25-to-44-year-old respondents.

Finally, the income range “\$200,000 or higher” was reported by a significantly higher percentage of the 18-to-24-year-old and 65-years-or-older respondents than by the 25-to-34-year-old respondents.

### Annual Household Income by Age

	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Under \$15,000</b>	31.6%	41.1%	18.0%	10.1%	14.3%	28.1%	50.0%	0.0%
<b>\$15,000 to \$24,999</b>	13.2%	19.9%	36.0%	29.6%	24.4%	20.3%	9.4%	11.1%
<b>\$25,000 to \$49,999</b>	2.6%	12.4%	22.8%	35.3%	24.4%	18.8%	6.3%	0.0%
<b>\$50,000 to \$74,999</b>	7.9%	8.6%	10.4%	10.9%	16.0%	9.4%	3.1%	11.1%
<b>\$75,000 to \$99,999</b>	2.6%	2.4%	3.5%	4.3%	6.7%	6.3%	0.0%	11.1%
<b>\$100,000 to \$149,999</b>	10.5%	1.4%	2.1%	0.9%	2.5%	3.1%	3.1%	0.0%
<b>\$150,000 to \$199,999</b>	7.9%	1.9%	1.0%	0.6%	0.8%	4.7%	0.0%	0.0%
<b>\$200,000 or higher</b>	2.6%	3.1%	0.6%	0.0%	0.0%	1.6%	12.5%	0.0%
<b>No Answer/Refused</b>	21.1%	9.1%	5.6%	8.3%	10.9%	7.8%	15.6%	66.7%

### Differences by Ethnicity

A significantly higher percentage of the Spanish, Hispanic or Latino than the White respondents reported an annual household income of under \$25,000. By contrast, a significantly higher percentage of the White than the Spanish, Hispanic or Latino respondents reported annual household income of “\$25,000 to \$49,999” and of “\$75,000 to \$99,999.”

When compared to the Asian riders, the percentage of Spanish, Hispanic or Latino respondents who reported annual household income of “Under \$15,000” was significantly higher. As opposed to this, a significantly higher percentage of the Asian than the Spanish, Hispanic or Latino respondents reported a household income of “\$25,000 to \$49,999” and of “\$100,000 to \$149,999.”

Besides this, when compared to the Black or African American respondents, a significantly higher percentage of the Asian respondents were from households with an annual income of “\$25,000 to \$49,999.” Finally, a significantly higher percentage of the passengers from Other ethnic groups reported an annual household income of “\$100,000 to \$149,999,” when compared to the White and Spanish, Hispanic or Latino respondents.

### Annual Household Income by Ethnicity

	Ethnicity					
	White	Spanish, Hispanic or Latino	Black or African American	Asian	Other	No Answer/Refused
<b>Total</b>	547	370	355	196	99	20
<b>Under \$15,000</b>	19.9%	30.5%	27.3%	16.8%	22.2%	30.0%
<b>\$15,000 to \$24,999</b>	23.4%	32.2%	26.2%	31.6%	25.3%	0.0%
<b>\$25,000 to \$49,999</b>	25.4%	14.3%	17.5%	30.1%	21.2%	30.0%
<b>\$50,000 to \$74,999</b>	11.2%	10.3%	9.3%	9.2%	12.1%	10.0%
<b>\$75,000 to \$99,999</b>	6.2%	1.6%	2.3%	3.1%	3.0%	5.0%
<b>\$100,000 to \$149,999</b>	2.0%	0.3%	2.0%	3.1%	7.1%	0.0%
<b>\$150,000 to \$199,999</b>	2.4%	0.8%	1.4%	0.5%	1.0%	5.0%
<b>\$200,000 or higher</b>	1.5%	1.9%	1.4%	1.0%	3.0%	0.0%
<b>No Answer/Refused</b>	8.0%	8.1%	12.7%	4.6%	5.1%	20.0%

### Differences by Area of Residence

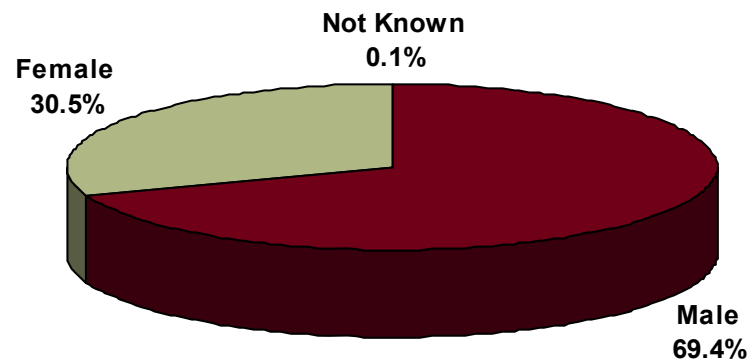
When compared to the respondents residing in the South Bay, significantly higher percentages of those who live in San Francisco, the Midpeninsula, and the East Bay reported an annual household income of “\$15,000 to \$24,999.” Apart from this, a significantly higher percentage of the passengers residing in the Eastern Alameda and Contra Costa Counties than those living in San Francisco reported household income of “\$75,000 to \$99,999” and of “\$150,000 to \$199,999.”

### Annual Household Income by Area of Residence

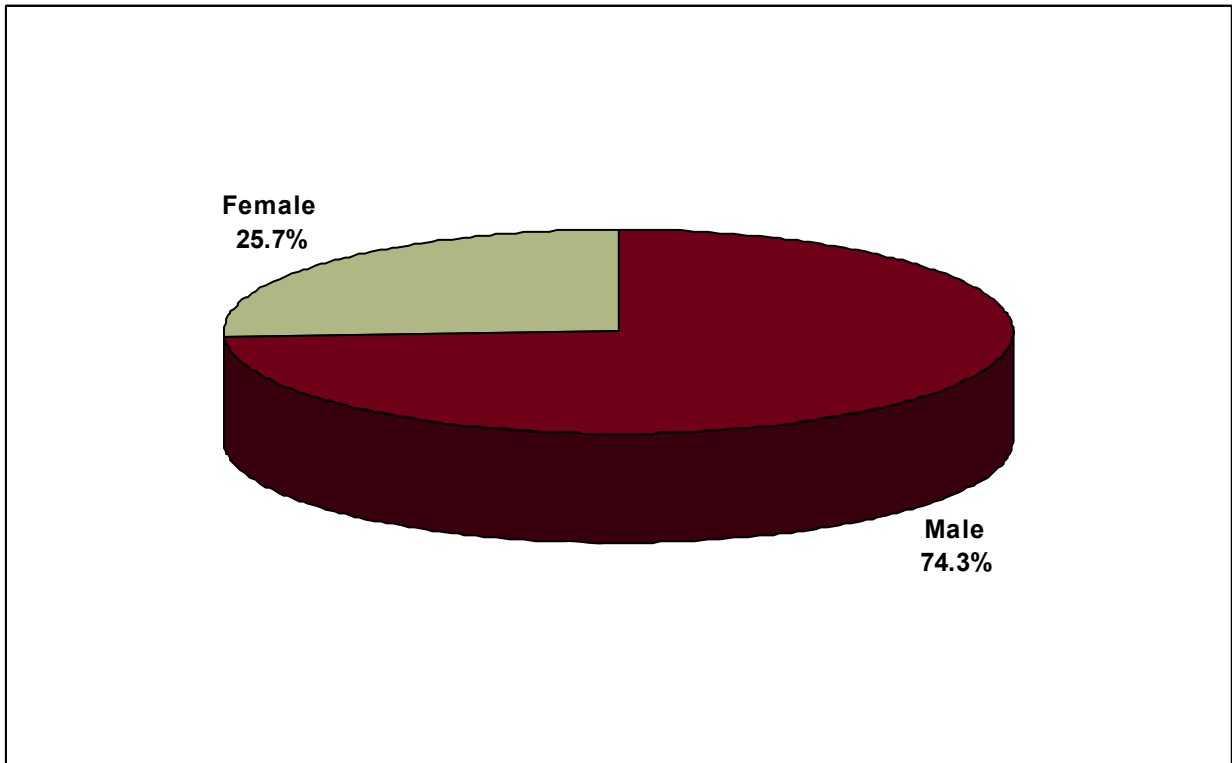
	Area of Residence						
	San Francisco	Midpeninsula	South Bay	Eastern Alameda & Contra Costa Counties	East Bay Area	Other	No Answer/Refused
<b>Total</b>	995	50	61	37	287	44	71
<b>Under \$15,000</b>	25.4%	18.0%	27.9%	18.9%	19.9%	27.3%	11.3%
<b>\$15,000 to \$24,999</b>	30.3%	28.0%	6.6%	10.8%	28.6%	9.1%	19.7%
<b>\$25,000 to \$49,999</b>	22.2%	28.0%	19.7%	8.1%	21.6%	31.8%	15.5%
<b>\$50,000 to \$74,999</b>	8.9%	14.0%	13.1%	10.8%	11.5%	13.6%	15.5%
<b>\$75,000 to \$99,999</b>	2.8%	4.0%	9.8%	13.5%	3.1%	6.8%	5.6%
<b>\$100,000 to \$149,999</b>	2.1%	0.0%	4.9%	5.4%	1.0%	2.3%	0.0%
<b>\$150,000 to \$199,999</b>	1.2%	0.0%	3.3%	8.1%	1.7%	0.0%	0.0%
<b>\$200,000 or higher</b>	1.1%	0.0%	0.0%	0.0%	1.4%	4.5%	7.0%
<b>No Answer/Refused</b>	5.9%	8.0%	14.8%	24.3%	11.1%	4.5%	25.4%

### 3.14. Gender

The gender of respondents was observed by the interviewer, instead of being self-reported by the passenger. As illustrated in the following chart, 69 percent of the riders participating in Phase Two of the study were male, whereas 31 percent were female.



The following chart illustrates the breakdown of percentage of refusals received from male and female riders.



### Differences by Age

A significantly higher percentage of the 18-to-24-year-old than the 25-to-34-year-old respondents were “Female.” By contrast, a significantly higher percentage of the 25-to-34-year-old than the 18-to-24-year-old respondents were “Male.”

### Gender by Age

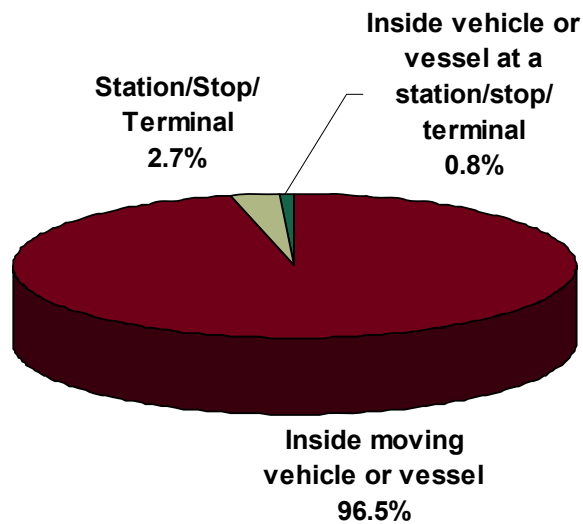
	Age							
	Under 18	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older	No Answer/Refused
<b>Total</b>	38	418	517	348	119	64	32	9
<b>Male</b>	55.3%	62.2%	72.1%	71.3%	77.3%	78.1%	65.6%	88.9%
<b>Female</b>	44.7%	37.6%	27.9%	28.7%	22.7%	21.9%	34.4%	11.1%
<b>Not Known</b>	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

### 3.15. Additional Survey Information

The last few fields in the questionnaire were completed by the interviewers, where they recorded the location, date and time of the survey, etc. The following pages in this section of the report present the results from the analysis of this data.

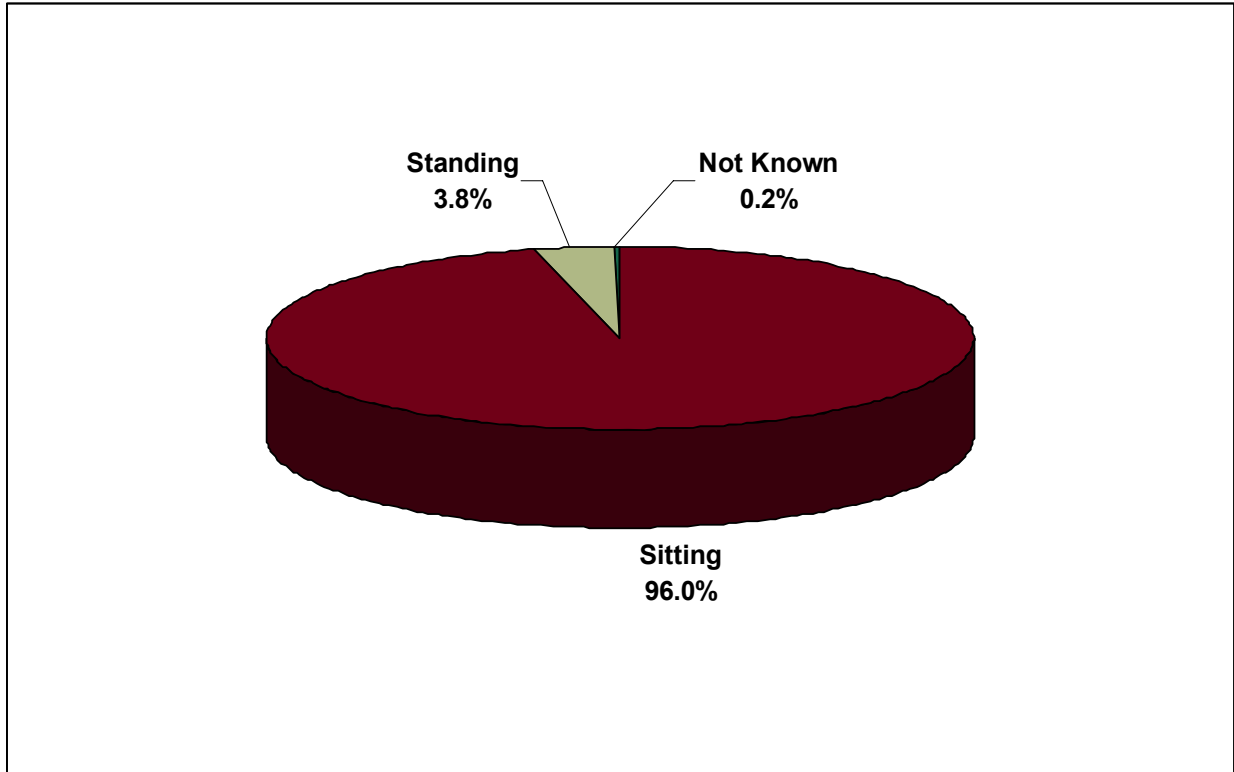
#### 3.15.1. Survey Location

Close to 97 percent of the total surveys were completed “Inside moving vehicle or vessel.” Only three percent of the surveys were conducted at a “Station, stop, or terminal” and another one percent “Inside vehicle or vessel at a station, stop, or terminal.”



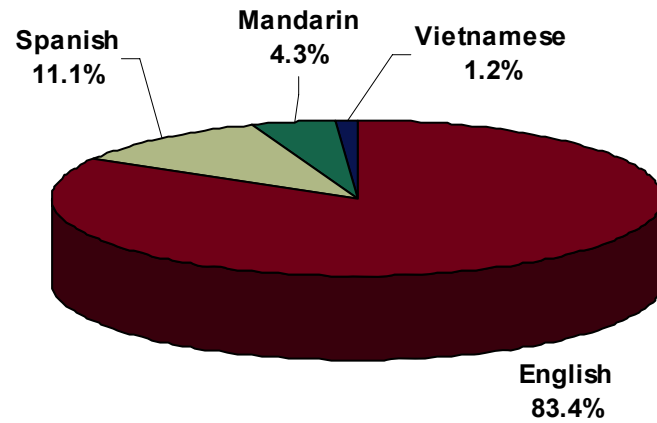
### 3.15.2. Respondent Position

In 96 percent of the cases, the survey was completed while the respondent was “Sitting,” whereas in only four percent of the cases, the participants were “Standing” while completing the questionnaire.



### 3.15.3. Survey Language

Of the 1,545 surveys, 83 percent were completed in “English,” eleven percent in “Spanish,” four percent in “Mandarin,” and one percent in “Vietnamese.”



## **Appendix D. Questionnaires**

## MTC 2006 TRANSIT PASSENGER DEMOGRAPHICS SURVEY

Godbe Research has been commissioned by the Metropolitan Transportation Commission and this transit operator to conduct a survey to understand better who takes public transportation in the area and to better serve riders like yourself. It will take just a couple of minutes.

1. When you board this Bus/Ferry/Train/Trolley, where were you coming from? Was it from...?

- ☐ Work
- ☐ Home
- ☐ School or College
- ☐ Taking care of personal business/errands
- ☐ Recreation or entertainment
- ☐ Shopping
- ☐ Visiting friends or family
- ☐ A doctor's office or medical provider
- ☐ The Airport
- ☐ Other [SPECIFY: \_\_\_\_\_]

2. Where are you going to? Is it to...?

- ☐ Work
- ☐ Home
- ☐ School or College
- ☐ Taking care of personal business/errands
- ☐ Recreation or entertainment
- ☐ Shopping
- ☐ Visiting friends or family
- ☐ A doctor's office or medical provider
- ☐ The Airport
- ☐ Other [SPECIFY: \_\_\_\_\_]

3. For this trip going between the two locations you just mentioned, what will be your total traveling time, including time for walking, waiting and any route connections? Please think of the nearest total number of minutes.

- ☐ Less than 10 minutes
- ☐ 10 to 19 minutes
- ☐ 20 to 29 minutes
- ☐ 30 to 39 minutes
- ☐ 40 to 49 minutes
- ☐ 50 to 59 minutes
- ☐ 60 to 74 minutes
- ☐ 75 to 90 minutes
- ☐ More than 90 minutes

4. How often do you travel between these two locations, whether or not you take this transit route, a different route or a different type of transportation?

- ☐ 6 to 7 days per week
- ☐ 4 to 5 days per week
- ☐ 1 to 3 days per week
- ☐ Less than once a week or on occasion
- ☐ Your first time taking this trip

5. How did you pay for your fare on this trip?

- ☐ Cash
- ☐ Credit or debit card
- ☐ TransLink
- ☐ Daily, weekly, monthly or multiple ride ticket or pass
- ☐ Employee pass paid for by private company
- ☐ Pass paid for by homeowner's association
- ☐ Employee pass paid for by transit agency or dependent-
- ☐ Transfer
- ☐ Other [SPECIFY: \_\_\_\_\_]

6. What is your fare category? Is it...

- ☐ Adult
- ☐ Senior
- ☐ Youth or Student
- ☐ Disabled

7. For this trip today, did you take public transit because an automobile was not available to you?

- ☐ Yes [CONTINUE]
- ☐ No [SKIP TO Q10]

8. Do you normally have an automobile available to you for trips like today's trip?

- ☐ Yes [CONTINUE]
- ☐ No [SKIP TO Q10]

9. Does it normally create inconvenience for others to have the automobile available to you?

- ☐ Yes
- ☐ No

10. What is your home zip code? \_\_\_\_\_

11. What city do you live in? \_\_\_\_\_

12. What is your age?

- ☐ Under 13
- ☐ 13 to 17
- ☐ 18 to 24
- ☐ 25 to 34
- ☐ 35 to 44
- ☐ 45 to 54
- ☐ 55 to 64
- ☐ 65 or older

13. [IF Q12 = 18 or older] How many children under age 13 live with you who depend on public transit for trips to school or for other purposes?

\_\_\_\_\_

14. How many people are in your household, including yourself? \_\_\_\_\_

15. Are you Spanish, Hispanic or Latino?

- ☐ Yes
- ☐ No

16. What is your race or ethnic identification?

- ☐ White
- ☐ Black/African American
- ☐ Asian
- ☐ Native Hawaiian or Pacific Islander
- ☐ American Indian or Alaska Native
- ☐ Other [SPECIFY: \_\_\_\_\_]

17. Which of the following best describes the total income including everyone in your household before taxes in 2006?

- ☐ Under \$15,000
- ☐ \$15,000 to \$24,999
- ☐ \$25,000 to \$49,999
- ☐ \$50,000 to \$74,999
- ☐ \$75,000 to \$99,999
- ☐ \$100,000 to \$149,999
- ☐ \$150,000 to \$199,999
- ☐ \$200,000 or higher

**These are all the questions we have for you today. Thank you very much for your time and participation!**

**Interviewer, please fill information in the following fields.**

INTERVIEWER ID: \_\_\_\_\_

TRANSIT SYSTEM: \_\_\_\_\_

STARTING LOCATION: \_\_\_\_\_ DIRECTION: \_\_\_\_\_

ROUTE NUMBER: \_\_\_\_\_ VEHICLE NUMBER: \_\_\_\_\_

INTERVIEW TIME - BEGINNING: \_\_ AM | \_\_ PM      END: \_\_ AM | \_\_ PM

INTERVIEW LOCATION: STATION / STOP / TERMINAL | INSIDE MOVING VEHICLE OR VESSEL |  
INSIDE VEHICLE OR VESSEL AT A STATION / STOP / TERMINAL

RESPONDENT GENDER: FEMALE | MALE

RESPONDENT POSITION: SITTING | STANDING

INTERVIEW LANGUAGE: ENGLISH | SPANISH | MANDARIN | VIETNAMESE

WEATHER: SUNNY | PARTLY CLOUDY | OVERCASTED | LIGHT RAIN | HEAVY RAIN / STORM

DATE: \_\_\_\_\_ TIME: \_\_\_\_\_

## ENCUESTA DEMOGRÁFICA PARA LOS USUARIOS DEL TRANSPORTE MTC EN 2006

Hola. Mi nombre es \_\_\_\_\_ y trabajo para Godbe Research. A nombre de la Metropolitan Transportation Commission (Comisión de transporte metropolitano) y de OPERADOR DEL SISTEMA DE TRANSPORTE, estamos llevando a cabo una encuesta con el fin de comprender mejor a quiénes utilizan el transporte público en el área y para brindar un mejor servicio a usuarios como usted. Sólo tomará unos minutos. ¿Le parece bien?

1. ¿De dónde venía cuando tomó este AUTOBÚS/FERRY/TREN/TROLEBÚS? Venía...

- ☐ Del trabajo
- ☐ De la casa
- ☐ De la escuela o la universidad
- ☐ De realizar asuntos personales
- ☐ De realizar actividades recreativas o de entretenimiento
- ☐ De hacer compras
- ☐ De visitar amigos o familiares
- ☐ Del doctor o proveedor de atención médica
- ☐ Del aeropuerto
- ☐ Otro [ESPECIFIQUE: \_\_\_\_\_]

2. ¿A dónde se dirige? Va...

- ☐ Al trabajo
- ☐ A la casa
- ☐ A la escuela o la universidad
- ☐ A realizar asuntos personales
- ☐ A realizar actividades recreativas o de entretenimiento
- ☐ De compras
- ☐ A visitar amigos o familiares
- ☐ Al doctor o proveedor de atención médica
- ☐ Al aeropuerto
- ☐ Otro [ESPECIFIQUE: \_\_\_\_\_]

3. Con respecto a este viaje entre los dos lugares que acaba de mencionar, ¿cuál será el total de tiempo que tardará su viaje, incluidos el tiempo que le toma caminar, el tiempo de espera y el tiempo de las conexiones? Piense en la cantidad total de minutos.

- ☐ Menos de 10 minutos
- ☐ De 10 a 19 minutos
- ☐ De 20 a 29 minutos
- ☐ De 30 a 39 minutos
- ☐ De 40 a 49 minutos
- ☐ De 50 a 59 minutos
- ☐ De 60 a 74 minutos
- ☐ De 75 a 90 minutos
- ☐ Más de 90 minutos

4. ¿Con cuán frecuencia viaja entre estos dos lugares, ya sea que tome o no esta ruta de transporte, una ruta diferente o un medio de transporte distinto?
- ☐ De 6 a 7 días por semana
  - ☐ De 4 a 5 días por semana
  - ☐ De 1 a 3 días por semana
  - ☐ Menos de una vez por semana o de vez en cuando
  - ☐ Es la primera vez que hace este viaje
5. ¿Cómo pagó por su pasaje en este viaje?
- ☐ En efectivo
  - ☐ Con tarjeta de crédito o de débito
  - ☐ TransLink
  - ☐ Con boleto o pase diario, semanal, mensual o de viajes múltiples
  - ☐ Pase de empleado pagado por una empresa privada
  - ☐ Pase pagado por una asociación de propietarios de vivienda
  - ☐ Pase de empleado pagado por una agencia de transporte o dependiente
  - ☐ Boleto de transferencia
  - ☐ Otro [ESPECIFIQUE: \_\_\_\_\_]
6. ¿Cuál es la categoría de su pasaje? Es...
- ☐ De adulto
  - ☐ De persona de la tercera edad
  - ☐ De joven o estudiante
  - ☐ De discapacitado
7. Con respecto al viaje de hoy, ¿tomó el transporte público porque no tenía un automóvil a su disposición?
- ☐ Sí [CONTINÚE]
  - ☐ No [SALTE A LA PREGUNTA 10]
8. ¿Por lo general tiene un automóvil a su disposición para realizar viajes como el de hoy?
- ☐ Sí [CONTINÚE]
  - ☐ No [SALTE A LA PREGUNTA 10]
9. ¿Por lo general causa inconveniencia a otras personas si usted tiene el automóvil a su disposición?
- ☐ Sí
  - ☐ No
10. ¿Cuál es código postal de su casa? \_\_\_\_\_
11. ¿En qué ciudad vive? \_\_\_\_\_

12. ¿Cuál es su edad?

- ☐ Menor de 13 años
- ☐ De 13 a 17 años
- ☐ De 18 a 24 años
- ☐ De 25 a 34 años
- ☐ De 35 a 44 años
- ☐ De 45 a 54 años
- ☐ De 55 a 64 años
- ☐ 65 años o más

13. [SI LA RESPUESTA 12 FUE 18 AÑOS O MÁS] ¿Tiene niños menores de 13 años que vivan con usted y que dependan del transporte público para ir a la escuela y para otros fines. SI LA RESPUESTA ES SÍ, PREGUNTE CUÁNTOS. SI LA RESPUESTA ES NO, ESCRIBA "0"]. \_\_\_\_\_

14. ¿Cuántas personas viven en su casa, contándolo a usted? \_\_\_\_\_

15. ¿Es usted español, hispano o latino?

- ☐ Sí
- ☐ No

16. ¿Cuál es su raza o identificación étnica?

- ☐ Blanco
- ☐ Negro/Afroamericano
- ☐ Asiático
- ☐ Hawaiano nativo o isleño del Pacífico
- ☐ Indio americano o nativo de Alaska
- ☐ Otro [ESPECIFIQUE: \_\_\_\_\_]

17. ¿Cuál de las siguientes opciones describe mejor el ingreso total de 2006 que incluye a todos los que viven en su casa antes de deducir los impuestos?

- ☐ Menos de \$15,000
- ☐ De \$15,000 a \$24,999
- ☐ De \$25,000 a \$49,999
- ☐ De \$50,000 a \$74,999
- ☐ De \$75,000 a \$99,999
- ☐ De \$100,000 a \$149,999
- ☐ De \$150,000 a \$199,999
- ☐ \$200,000 o más

¡Muchas gracias por su tiempo y participación!

**Interviewer, please fill information in the following fields.**

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INSIDE VEHICLE OR VESSEL AT A STATION / STOP/ TERMINAL**

RESPONDENT GENDER: **FEMALE | MALE**

RESPONDENT POSITION: **SITTING | STANDING**

INTERVIEW LANGUAGE: **ENGLISH | SPANISH | MANDARIN | VIETNAMESE**

WEATHER: **SUNNY | PARTLY CLOUDY | OVERCASTED | LIGHT RAIN | HEAVY RAIN / STORM**

DATE: \_\_\_\_\_ TIME: \_\_\_\_\_

都市交通委員會 2006 年公交乘客人口統計調查

您好。我是 Godbe Research 的\_\_\_\_\_。我們謹代表大都市交通委員會及這個運輸運營商進行一項調查，旨在更好地了解本地區乘坐公共交通工具的人群及更好地為您這樣的乘客服務。此次調查只須花費幾分鐘的時間。

1. 搭乘此 <巴士 / 渡船 / 火車 / 電車> 時，您來自什麼地方？是否來自於...

- ☐ 工作地點
- ☐ 家
- ☐ 學校或學院
- ☐ 處理個人生意 / 差事
- ☐ 消閒或娛樂
- ☐ 購物
- ☐ 拜訪朋友或家人
- ☐ 醫生的辦公室或醫療服務機構
- ☐ 機場
- ☐ 其他【請說明：\_\_\_\_\_】

2. 您打算去何處？是否打算去...

- ☐ 上班
- ☐ 回家
- ☐ 學校或學院
- ☐ 處理個人生意 / 差事
- ☐ 消閒或娛樂
- ☐ 購物
- ☐ 拜訪朋友或家人
- ☐ 醫生的辦公室或醫療服務機構
- ☐ 機場
- ☐ 其他【請說明：\_\_\_\_\_】

3. 此次出行的路線是介於您剛才所提及的兩地之間，旅途總耗時將為多少（包括步行、等車和任何路線連接的時間）？請想一想最接近的總分鐘數。

- ☐ 不足 10 分鐘
- ☐ 10 到 19 分鐘
- ☐ 20 到 29 分鐘
- ☐ 30 到 39 分鐘
- ☐ 40 到 49 分鐘
- ☐ 50 到 59 分鐘
- ☐ 60 到 74 分鐘
- ☐ 75 到 90 分鐘
- ☐ 超過 90 分鐘

4. 您在這兩地之間的出行頻率如何，是否採用此交通路線，或不同的路線或乘坐不同類型的交通工具？

- ☐ 每週 6 到 7 天
- ☐ 每週 4 到 5 天
- ☐ 每週 1 到 3 天
- ☐ 每週不足一次或偶爾
- ☐ 您第一次往返這兩地之間

5. 此次出行，您使用何種方式支付車費？

- ☐ 現金
- ☐ 信用卡或借記卡
- ☐ TransLink
- ☐ 一日票、週票、月票或多程票或通行證
- ☐ 由私人公司支付的雇員通行證
- ☐ 由屋主協會支付的通行證
- ☐ 由交通機構或家眷支付的雇員通行證
- ☐ 轉車憑證
- ☐ 其他【請說明： \_\_\_\_\_】

6. 您屬於何種乘客類別？屬於...

- ☐ 成人
- ☐ 老人
- ☐ 青少年或學生
- ☐ 殘障人士

7. 您今日出行乘坐公共交通工具是否因為您沒有汽車開？

- ☐ 是【繼續】
- ☐ 否【跳到問題 10】

8. 對於類似今天的出行，您是否通常自己來開車？

- ☐ 是【繼續】
- ☐ 否【跳到問題 10】

9. 把車給您來開是否通常會給他人帶來不便？

- ☐ 是
- ☐ 否

10. 您家的郵遞區號是多少？\_\_\_\_\_

11. 您居住在哪个城市？ \_\_\_\_\_

12. 您有多大年龄？

- ☐ 13 歲以下
- ☐ 13 到 17 歲
- ☐ 18 到 24 歲
- ☐ 25 到 34 歲
- ☐ 35 到 44 歲
- ☐ 45 到 54 歲
- ☐ 55 到 64 歲
- ☐ 65 或 65 歲以上

13. 【如果問題 12 = 18 歲或 18 歲以上】是否有 13 歲以下的小孩和您同住，而他 / 她是依靠公共交通工具來上學或去其它地方？【如果有，問有多少個。如果沒有，則寫上「0」。】 \_\_\_\_\_

14. 包括您自己在內，您家里共有多少人？ \_\_\_\_\_

15. 您是否是西班牙人、美籍西班牙人或拉丁美洲人？

- ☐ 是
- ☐ 否

16. 您是什麼種族或民族身份？

- ☐ 白人
- ☐ 黑人 / 非洲裔美國人
- ☐ 亞洲人
- ☐ 本土夏威夷人或太平洋島上居民
- ☐ 美洲印第安人或阿拉斯加本地人
- ☐ 其他【請說明： \_\_\_\_\_】

17. 以下哪項最能描述 2006 年您的家庭稅前總收入 ( 包括您家里的每一位成員 ) ？

- ☐ 15,000 美元以下
- ☐ 15,000 到 24,999 美元
- ☐ 25,000 到 49,999 美元
- ☐ 50,000 到 74,999 美元
- ☐ 75,000 到 99,999 美元
- ☐ 100,000 到 149,999 美元
- ☐ 150,000 到 199,999 美元
- ☐ 200,000 美元或以上

非常感謝您抽出寶貴時間參與本次調查！

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WEATHER: **SUNNY | PARTLY CLOUDY | OVERCASTED | LIGHT RAIN | HEAVY RAIN / STORM**

DATE: \_\_\_\_\_ TIME: \_\_\_\_\_

**BẢN THĂM DÒ Ý KIẾN DÀNH CHO HÀNH KHÁCH SỬ DỤNG DỊCH VỤ VẬN CHUYỂN  
CỦA MTC NĂM 2006**

Xin chào quý vị. Tôi là \_\_\_\_\_, tôi làm việc cho Godbe Research. Thay mặt cho Ủy Ban Giao Thông Đường Bộ Thành Phố (Metropolitan Transportation Commission) và <NAME OF TRANSIT OPERATOR>, chúng tôi đang tiến hành một cuộc thăm dò ý kiến để biết rõ hơn những ai sử dụng dịch vụ chuyên chở công cộng trong vùng và để phục vụ tốt hơn những hành khách như quý vị. Cuộc thăm dò ý kiến này chỉ kéo dài trong vài phút?

1. Khi lên chiếc XE BUÝT/PHÀ/XE LỬA/XE ĐIỆN NÀY, quý vị khởi hành từ đâu? Có phải là từ...

- ☐ Sở Làm
- ☐ Nhà
- ☐ Trường Học hoặc Trường Đại Học
- ☐ Đi công chuyện riêng/việc vặt
- ☐ Thư giãn hoặc giải trí
- ☐ Mua sắm
- ☐ Đi thăm gia đình hoặc bạn bè
- ☐ Tới phòng mạch bác sĩ hoặc cơ sở y tế
- ☐ Phi Trường
- ☐ Nơi Khác [XIN GHI RÕ: \_\_\_\_\_]

2. Quý vị đi tới đâu? Có phải là tới...

- ☐ Sở Làm
- ☐ Nhà
- ☐ Trường Học hoặc Trường Đại Học
- ☐ Đi công chuyện riêng/việc vặt
- ☐ Thư giãn hoặc giải trí
- ☐ Mua sắm
- ☐ Đi thăm gia đình hoặc bạn bè
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- ☐ Phi Trường
- ☐ Nơi Khác [XIN GHI RÕ: \_\_\_\_\_]

3. Đối với chuyến đi giữa hai địa điểm mà quý vị vừa nhắc tới, tổng cộng thời gian đi lại sẽ là bao lâu, kể cả thời gian đi bộ, chờ đợi và nối chuyến? Xin nghĩ về tổng số phút gần nhất.

- ☐ Chưa tới 10 phút
- ☐ 10 tới 19 phút
- ☐ 20 tới 29 phút
- ☐ 30 tới 39 phút
- ☐ 40 tới 49 phút
- ☐ 50 tới 59 phút
- ☐ 60 tới 74 phút
- ☐ 75 tới 90 phút
- ☐ Trên 90 phút

4. Quý vị có thường xuyên đi lại giữa hai địa điểm này, cho dù là đi theo lộ trình vận chuyển này, lộ trình khác hay loại phương tiện giao thông khác không?
- ☐ 6 tới 7 ngày một tuần
  - ☐ 4 tới 5 ngày một tuần
  - ☐ 1 tới 3 ngày một tuần
  - ☐ Chưa tới một tuần một lần hoặc thỉnh thoảng mới đi
  - ☐ Lần đầu tiên đi chuyển xe này
5. Quý vị trả tiền vé cho chuyến đi này bằng cách nào?
- ☐ Tiền mặt (Cash)
  - ☐ Thẻ tín dụng (Credit card) hoặc thẻ ghi nợ (Debit card)
  - ☐ TransLink
  - ☐ Vé đi hàng ngày, hàng tuần, hàng tháng, hoặc đi nhiều lần
  - ☐ Vé tháng dành cho nhân viên do công ty tư nhân đài thọ
  - ☐ Vé tháng do hiệp hội gia chủ đài thọ
  - ☐ Vé tháng dành cho nhân viên do cơ quan vận chuyển đài thọ hoặc người phụ thuộc
  - ☐ Vận chuyển
  - ☐ Nơi Khác [XIN GHI RÕ: \_\_\_\_\_]
6. Quý vị trả tiền vé theo diện nào? Có phải là...
- ☐ Người Lớn
  - ☐ Người Cao Niên
  - ☐ Thanh Niên hoặc Học Sinh
  - ☐ Người Tàn Tật
7. Đối với chuyến đi ngày hôm nay, có phải là quý vị dùng phương tiện chuyên chở công cộng vì không có xe riêng không?
- ☐ Có [TIẾP TỤC]
  - ☐ Không [BỎ QUA TỚI CÂU HỎI 10]
8. Quý vị có thường dùng xe riêng cho các chuyến đi như thế này không?
- ☐ Có [TIẾP TỤC]
  - ☐ Không [BỎ QUA TỚI CÂU HỎI 10]
9. Có thường gây bất tiện cho những người khác phải dành xe riêng cho quý vị không?
- ☐ Có
  - ☐ Không
10. Mã số bưu điện (Zip code) của địa chỉ nhà quý vị là gì? \_\_\_\_\_
11. Quý vị cư ngụ tại thành phố nào? \_\_\_\_\_

12. Quý vị bao nhiêu tuổi?

- ☐ Dưới 13
- ☐ 13 tới 17
- ☐ 18 tới 24
- ☐ 25 tới 34
- ☐ 35 tới 44
- ☐ 45 tới 54
- ☐ 55 tới 64
- ☐ 65 trở lên

13. [Nếu trả lời cho câu hỏi 12 là 18 tuổi trở lên] Quý vị có con dưới 13 tuổi hiện đang sống cùng quý vị và phải sử dụng phương tiện chuyên chở công cộng để đi học hoặc cho các mục đích khác không? [NẾU CÓ, HÃY HỎI SỐ NGƯỜI. NẾU KHÔNG, GHI MÃ SỐ "0."] \_\_\_\_\_

14. Gia đình quý vị có bao nhiêu người, kể cả quý vị? \_\_\_\_\_

15. Quý vị có phải là người Tây Ban Nha, người gốc Tây Ban Nha hoặc La Tinh không?

- ☐ Có
- ☐ Không

16. Quý vị là người thuộc chủng tộc hoặc sắc tộc nào?

- ☐ Da Trắng
- ☐ Da Đen/Người Mỹ Gốc Phi Châu
- ☐ Á Châu
- ☐ Thổ Dân Hawaii hoặc Người thuộc Quần Đảo Thái Bình Dương
- ☐ Thổ Dân Da Đỏ hoặc Thổ Dân Alaska
- ☐ Sắc Tộc Khác [XIN GHI RÕ: \_\_\_\_\_]

17. Phần nào sau đây mô tả đúng nhất tổng lợi tức trước khi trả thuế của tất cả mọi người trong gia đình quý vị trong năm 2006?

- ☐ Dưới \$15,000
- ☐ \$15,000 tới \$24,999
- ☐ \$25,000 tới \$49,999
- ☐ \$50,000 tới \$74,999
- ☐ \$75,000 tới \$99,999
- ☐ \$100,000 tới \$149,999
- ☐ \$150,000 tới \$199,999
- ☐ \$200,000 hoặc cao hơn

Xin cảm ơn quý vị rất nhiều vì đã dành thời gian tham gia!

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## **GODBE RESEARCH**

**[www.godberesearch.com](http://www.godberesearch.com)**

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